



December 2020

Eastern Shore Rail to Trail Feasibility Study

Northampton and Accomack Counties, VA



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1. Introduction, Background, and Purpose

Introduction

A rail to trail system is universally defined as the conversion of an inactive rail line into a recreational trail or shared use path. These paths are often paved and designed for non-motorized use. The purpose of the Eastern Shore Rail to Trail Study is to analyze the feasibility of converting 49 miles of abandoned rail line into a rails to trails corridor. The study area, shown in **Figure 1**, extends from the southern rail terminus in the Town of Cape Charles to approximately 0.6-miles south of the Town of Hallwood. Because the existing terrain within the railroad right of way was observed to be relatively flat, the shared use path alignment is proposed either on or adjacent to the existing rail line and entirely within the railroad corridor right of way.

The addition of a shared use path on Virginia's Eastern Shore peninsula will provide a needed multimodal transportation option, promote healthy mobility, and increase transportation safety measures.

As proven by other shared use paths, it will also be an economic driver by providing opportunities to expand tourism and attraction to the local and regional areas.

This study is a partnership with VDOT, Accomack County, Northampton County, and the Accomack-Northampton Planning District Commission (A-NPDC) among numerous other organizations referred to as the Study Work Group. Prior to the start of the study, these parties gathered to listen, discuss, and come to an agreement on the goals and completion of the study. Each party signed a *Framework Document*, which outlined the study in terms of scope, tasks, and



Figure 1. Study Area

study work group roles and responsibilities. With the *Framework Document* signed, indicating agreement and support, the study commenced.

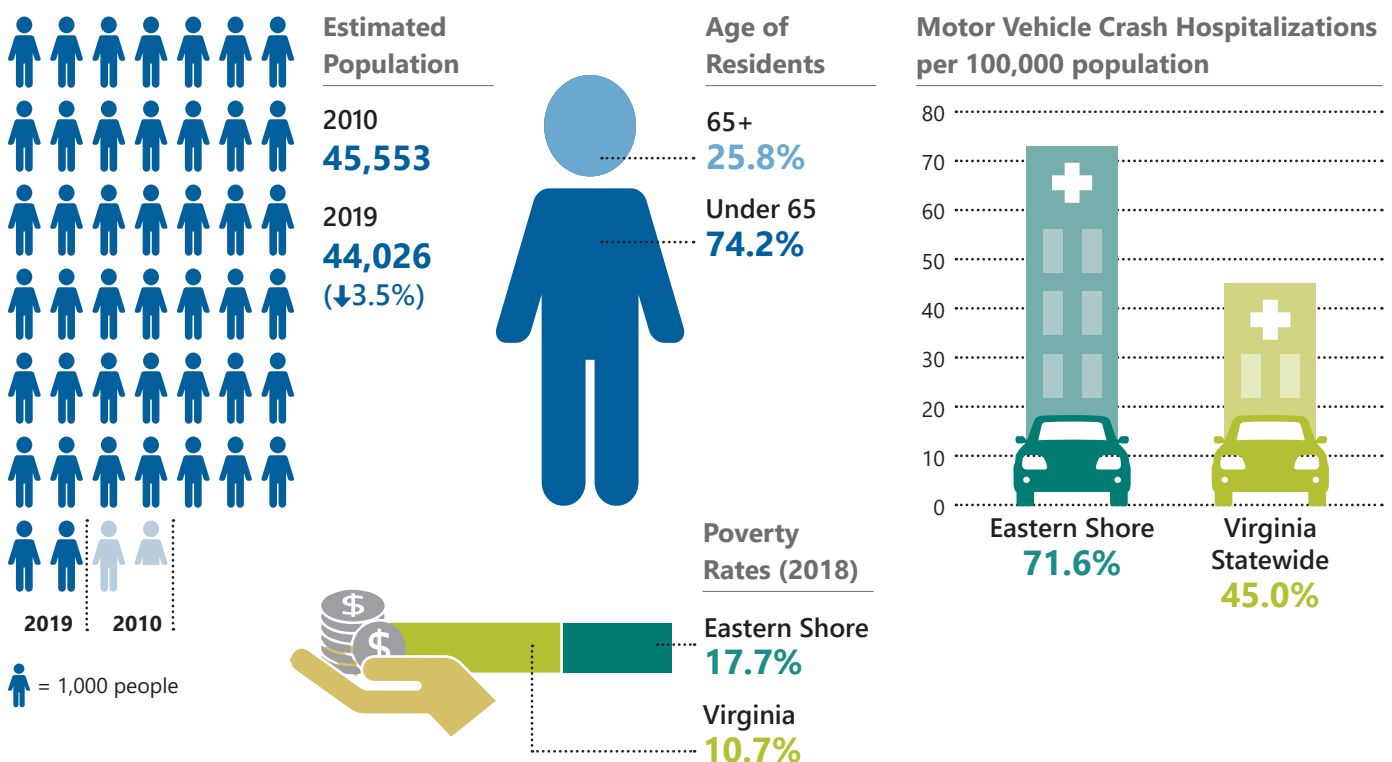
Background

Completed in 1884, the Bay Coast Railroad (BCR), owned by Canonic Atlantic Company, ran from the Town of Cape Charles, Virginia to Pocomoke City, Maryland. The rail contributed to the economic boom of the Eastern Shore peninsula and was used for freight and passenger transportation. It brought job opportunity to the Eastern Shore, caused an expansion and shift in what was grown on the region's farmland, and spurred the development and success of new communities. However, due to inactivity on the southern portion of the rail line, the BCR ran its last operation in May 2018, and the southern Eastern Shore section was abandoned.

Virginia's Eastern Shore is part of the Delmarva Peninsula, situated between the Chesapeake Bay and the Atlantic Ocean and is accessible via the Chesapeake Bay Bridge-Tunnel. Virginia's Eastern Shore is rural and is made up of two counties: Accomack County and Northampton County. The estimated population of the Eastern Shore in 2019 was 44,026 people, which is 1,527 (3.5 percent) less than the 2010 population estimation. The percentage of persons 65 years and over is 25.8

percent and the two most prominent races on the Eastern Shore are Caucasians and African American with 65.25 percent of the population being Caucasian and 31.25 percent being African American. In 2018, the Virginia Department of Health, released a study comparing the health of the Eastern Shore residents to the average health of all Virginians. The data showed that the Eastern Shore residents were mostly average health in terms of chronic disease (asthma, diabetes, and ischemic heart disease) hospitalization rates. The percent of population living in poverty in 2018 was 17.7 percent, which is seven percent higher than the state's 10.7 percent. One large difference between the Eastern Shore and entire state of Virginia is the motor vehicle crash hospitalizations, where the Eastern Shore in 2017 had 71.6 per 100,000 population, compared to Virginia's 45.0 per 100,000 population. These statistics provide a general understanding of who is living on the Eastern Shore and what to expect in the future in terms of population changes and needs of the residents.

The Eastern Shore is known for its oysters, farmland, shoreline, islands, and historic small towns. Route 13 is the primary road that is centrally located and travels the entire length of the peninsula, connecting travelers and



residents to many of the Eastern Shore attractions. In general, the BCR followed the alignment of Route 13 and other roadways; as such, the shared use path will be located along Route 13, Route 316 and Route 779, with some segments being adjacent and visible to the road and some segments being separated, yet still near Route 13 or Route 316. This proximity to the main road indicates the innate demand to provide a multimodal connection to multiple towns, tourist locations, and points of interest in both Accomack County and Northampton County. Points of interest include the Eastern Shore Community College in Melfa, multiple museums and educational centers, various retail stores, restaurants and other points of interest in and outside of downtown districts. The shared use path will offer a multimodal connection for the numerous towns the corridor passes through, including the Towns of Cape Charles, Nassawadox, Exmore, Onley, Parksley, and Bloxom.

In recent years, the Eastern Shore region has recognized the importance of safe, connected bicycle and pedestrian infrastructure and began investing in and planning for active transportation infrastructure growth. The following plans provide a foundation for this effort and many of the recommendations and concepts are reflected below.

The Eastern Shore Healthy Communities Strategic Plan

This plan, adopted in 2013, indicated a series of goals to be accomplished between the years of 2014-2016. The plan developed a policy, system, and environmental change model, which identified a series of goals and action items to meet the goals. These objectives were to strengthen and vitalize the partnership, improve nutrition environments, increase opportunities for active living, expand tobacco-free environments, encourage and support business and faith communities' wellness efforts, and encourage and support school wellness efforts. Some of the action items linked to the goal "increasing opportunities for active living" are: Create two new walking trails, conduct an annual fitness challenge, and Chincoteague, Onley, Onancock, Wachapreague, Exmore, Cape Charles will adopt "Livable Communities" concepts. Although the plan was developed for years 2014-2016, the recommendations and ideas can still be executed and encouraged in

current times. A goal of the Livable Communities concept is to create communities where roads and sidewalks safely support walking and bicycling to make active living possible for users of all ages and abilities. The Livable Communities concept values can be revisited and reworked to match the current times and encourage new towns and communities to participate.

Eastern Shore Bike Plan: Update 2014

Since the original publishing of this document in 2000, the Eastern Shore Bike Plan has stated in its vision that "if the Eastern Shore Railroad right of way ever becomes available, there will be a rail trail from Maryland to Cape Charles." The Eastern Shore Bike Plan¹ identifies current bicycle facilities and specifies the location of bicycle infrastructure needs. It also outlines the benefits of bicycling; such benefits range from economic, to social, health, and environmental aspects. The region adopted a goal of increasing bicycling access, safety, and facilities to attract more citizens and tourists to the area. The plan sets a framework of goals and targets, inventory existing facilities, determine priorities, and improve conditions that support multimodal transportation. Both Northampton and Accomack Counties adopted this plan in 2004.

2035 Rural Long-Range Transportation Plan

The plan² addresses the need to construct or build upon pedestrian and bicycle facilities, transit operations, intermodal connectors, and park and ride lots to create a comprehensive transportation network within the entire region. When reviewing the bike improvements in the region, the plan refers to the Eastern Shore Bike Plan recommendations, recommends to increase active transportation in the entire region, and sets the goal to improve the Eastern Shore's multimodal transportation system by coordinating funding for various facilities, including bicycle and pedestrian facilities. The plan also identifies corridors that could be multimodal connections for long-distance travel.

1 [Eastern Shore Bike plan Update 2014 \(a-npdc.org\)](http://a-npdc.org/Eastern-Shore-Bike-plan-Update-2014)

2 [Accomack draft plan web.pdf \(virginiadot.org\)](http://www.virginiadot.org/accmack_draft_plan_web.pdf)

Eastern Shore of Virginia Regional Economic Development Plan

This plan¹ addresses two goals specific to construct new pedestrian and bicycle facilities. One goal, within the “Arts, Entertainment, Recreation, and Visitor Industries Action Plan” aims to construct local trails, promote new and existing trails, and pursue funding for economic impact analyses for trails. The “Foundational and Entrepreneurship Development” sub-plan includes construction and promotion of a regional bicycle trail. The Accomack-Northampton Planning District Commission (A-NPDC) is currently updating the plan and including additional transportation-related priorities.

These plans have served as guiding documents to increase the active transportation infrastructure and interest, as well as tools of education on the impacts of investing in active transportation. In recent years, one standout project was the Southern Tip Hike and Bike Trail in southern Northampton County, which is currently on phase three of four in construction. The Southern Tip Trail connects southern towns, parks, historic tourist locations, and already has a positive economic impact on the communities the trail passes through. The intent is to have the Eastern Shore Rail to Trail connect to the Southern Tip Hike and Bike Trail and develop a cohesive trail system along the Eastern Shore that links and showcases the cultural and historic heritage of the Eastern Shore.

1 Currently undergoing update by A-NPDC. The most recent published version of the plan is available here: [ESVA-Regional-Economic-Development-Plan_final-November-2017.pdf \(a-npdc.org\)](#)



2. Stakeholder Coordination

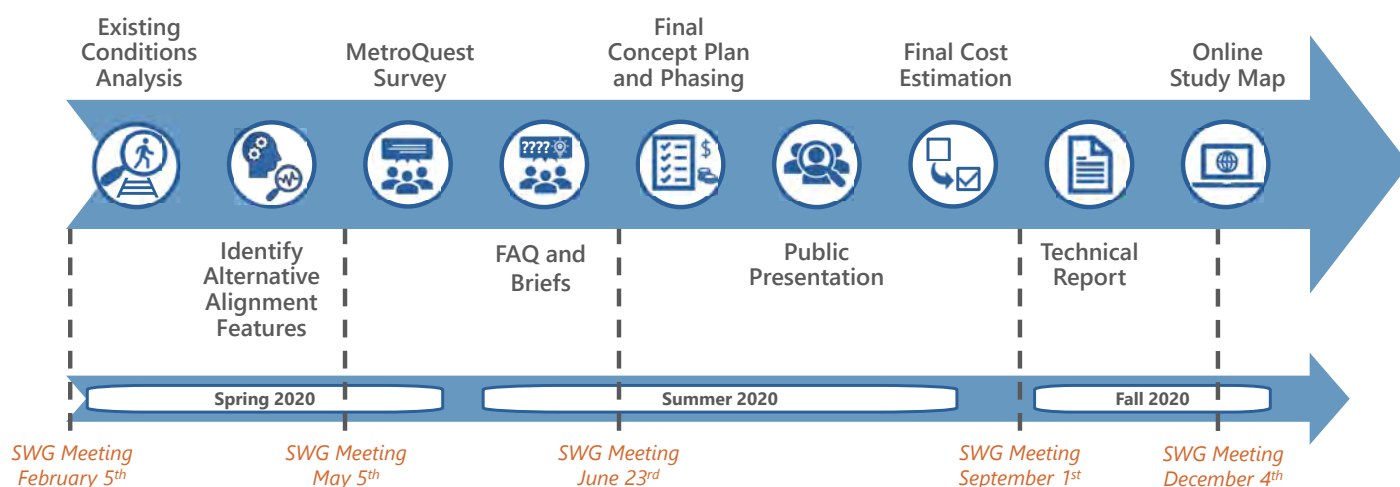
Building on the *Framework Document* and to help confirm that the study recommendations support the vision established in the *Framework Document*, a Study Work Group (SWG) was established. The SWG included members beyond the signatories of the framework document. Figure 2 shows the members of the SWG, with the *Framework Document* signatories indicated. The group met five times during the study process, at key milestones to help make decisions and advance the overall study. The SWG provided valuable insight into the local planning context, related projects that might affect the corridor, and lessons learned from other trail projects. They also helped analyze public input and provided guidance for concept plan details and priorities.

The SWG consisted of local, regional, and state agencies, advocacy groups, and not-for-profit organizations.

The following organizations comprised the SWG:

- » Northampton County
- » Accomack County
- » Accomack-Northampton Planning District Commission
- » Accomack-Northampton Transportation District Commission
- » Town of Cape Charles
- » Virginia Commonwealth Transportation Board, At-Large Rural
- » Canonie Atlantic Company
- » Virginia Bicycling Federation
- » Virginia Department of Conservation and Recreation
- » Virginia Department of Transportation
- » Hampton Roads Sanitation District
- » Virginia Department of Rail and Public Transportation
- » Dahlgren Railroad Heritage Trail Alliance

Figure 2. Study Work Group Meeting Schedule





Northampton County*



Accomack County*



Accomack-Northampton Planning District Commission*



Accomack-Northampton Transportation District Commission*



Town of Cape Charles



Virginia Commonwealth Transportation Board, At-Large Rural



Canonie Atlantic Company*



Virginia Department of Conservation and Recreation*



Virginia Department of Transportation*



Virginia Department of Environmental Quality*



Hampton Roads Sanitation District*



Virginia Department of Rail and Public Transportation*



Dahlgren Railroad Heritage Trail Alliance*



Virginia Bicycling Federation*

Table 1 highlights the timing and focus of the SWG meetings, which were scheduled at important stages of the study and resulted in guiding input to help develop the Feasibility Study.

The initial SWG meeting was conducted on February 5, 2020, at the Eastern Shore of Virginia Chamber of Commerce. The discussion began with a review of the study goals and purpose, confirmation of the study area, and overview of existing conditions. This meeting helped establish the role of the SWG, discuss timeframes and methods of civic engagement, and identify data and informational needs along with follow-up actions.

On May 5th, the SWG met for a second time, to review the results of the initial field work conducted by the study team, discuss opportunities and challenges associated with shared use path development and related amenities, and consider alternative cross section details. Given the in-person meeting restrictions of the COVID-19 pandemic, this meeting was conducted virtually. Stakeholders also discussed the draft *MetroQuest* survey developed to solicit public input. The overall civic engagement strategy was discussed in the context of pandemic conditions, with the decision made to initiate the *MetroQuest* survey during the “Alternatives Evaluation” stage along with project website updates and posting of frequently asked questions. The SWG decided to post a virtual meeting presentation after development of the Final Plan.

Table 1. Study Work Group Meeting Summary

SWG Meeting Date	Study Phase	Focused Input
<i>February 5, 2020</i>	Kickoff and Initiation	Project goals, schedule, and outcomes
<i>May 5, 2020</i>	Alternatives Evaluation	Project opportunities and priorities; civic engagement strategy
<i>June 23, 2020</i>	Concept Plan Development	Draft concept plans and civic engagement results
<i>September 1, 2020</i>	Final Plan	Study results, products, and next steps
<i>December 4, 2020</i>	Final Report	Final updates, comments on draft report, and next steps

The third SWG meeting (virtual) was held on June 23rd. This meeting provided an opportunity to review the draft shared use path alignment concept plans and preliminary construction cost estimates. The study team also presented the results of the *MetroQuest* survey (discussed in more detail in the Civic Engagement section below).

The fourth SWG meeting, conducted virtually on September 1st, provided an opportunity to review the final concept plans for the shared use path alignment, cross sections, trailheads, and amenities. During the meeting, the study team also presented an updated constructed cost estimate. Additional discussion topics included construction phasing and path ownership and maintenance options.

The final virtual SWG meeting on December 4, 2020 provided an opportunity for the study team to share final updates that occurred since the September SWG meeting as well as receive and discuss final comments that the SWG had on the draft report. The updates included feedback from the public presentation, refinements to the cost estimate, a segmentation strategy and materials, and information revealed through the study team's maintenance investigation. The SWG provided final comments on the report and discussed next steps for the Eastern Shore Rail to Trail.



3. Civic Engagement

In addition to the stakeholder and agency coordination described in the previous chapter, civic engagement played an important role and was conducted in accordance with the *VDOT Public Involvement Manual*. Given the timing of the study during the COVID-19 pandemic, the study team could not rely on traditional public meeting formats. Therefore, engagement consisted of web-based outreach and feedback in the form of a project website, a *MetroQuest* survey, and a recorded public information presentation with a comment form. Additionally, the study team advertised the study and comment opportunities in the local newspapers and received public feedback via email. The public outreach advertised the free wifi sets provided by the Broadband Authority along the Eastern Shore for residents to access the project website and related online public outreach materials.

Project Website

Throughout the course and following completion of the study, VDOT maintained a website¹ to provide general information, interim products, schedule status, and public comment opportunities.

MetroQuest Survey

To solicit public comment on the project, VDOT hosted an online survey from May 15 to June 5, 2020. Mailed and email statements were also received during the same period. Over 3,400 individuals responded to the survey, 90% of whom indicated that they would visit the shared use path if it were constructed. 88% of Eastern Shore Resident participants indicated they would visit



the shared use path. The survey included background information on the study and asked respondents about their interests in and anticipated benefits of the shared use path. The survey also included a mapping tool that allowed participants to suggest locations for parking, destinations, and amenities. Survey respondents identified safer places to walk and bike as the most popular benefit of the shared use path. Finally, the survey included open-ended questions that allowed participants to provide additional information. 81% of the comments from residents that lived within 1/4 mile of the rail responded with positive support of the shared use path. Following review of the survey results, the study team developed a list of frequently asked questions and posted responses on the project website. The results of the survey were presented to the Study Work Group and were used by the study team to inform recommendations on shared use path alignment, cross sections, trailheads, and connections. Summary charts and survey output can be found in **Appendix A**.

¹ Project Website: http://www.virginiadot.org/projects/hampton-roads/eastern_shore_rail_to_trail_study.asp

Virtual Public Meeting

In September 2020, following completion of the final concept plans, the study team developed a recorded presentation that was posted to the project website. The presentation provided project background and schedule, summarized the results of the *MetroQuest* survey, included sample sheets of the final concept plans along with construction cost estimates, and described next steps. Citizens could provide input and feedback on the virtual public presentation via a survey questionnaire included on the project website. The official public comment period ran from October 27, 2020 to November 11, 2020; however, the public presentation was posted before the start date and maintained on the project webpage after the end date.

The study work group received 70 written comments on the virtual public presentation comment form. 89% of these comments represented positive responses in support of the shared use path, 8% were positive responses but still had lingering questions, and the remaining 3% were comments from citizens opposing the shared use path. Many comments expressed a strong desire for equestrian facilities along the shared use path. Other comments expressed interest in campsites along the shared use path. Reservations with the shared use path included the responsibility for maintaining the shared use path and its cleanliness; pesticide use and noise pollution; and impacts that the shared use path may have on adjacent properties. The comments expressed enthusiasm for the potential tourism boost that the shared use path could offer the Eastern Shore.





4. Evaluation of Existing Conditions

The study team first performed an existing conditions analysis to establish environmental, topographical, and sociological conditions along the 49-mile railroad corridor. The “Existing Conditions” analysis included extensive field work and an in-office review to establish these conditions. During multiple field visits, field analysts took photos (a sampling pictured below), videos, and detailed field notes while traversing the entire 49-mile corridor. The in-office review included an assessment of environmental conditions, socioeconomic demographics, previous project studies in the vicinity, traffic characteristics (e.g., traffic volume, road speed limits, existing signal phasing), and available right of way.



Existing Conditions Overview

The findings from this field work, as well as the in-office review work, allowed the study team to identify the major constraints and opportunities along the corridor. The identified constraints, opportunities, and features were consolidated into a graphic representation for the full 49-mile corridor and is shown in **Appendix B**. The constraints and opportunities identified include:



Available Right of Way

The shared use path is to be constructed completely within the abandoned Bay Coast Railroad right of way and existing VDOT right of way, as shown on the alignment concept graphics. In lieu of a complete survey, the study team relied on available GIS parcel information to identify existing Bay Coast Railroad and VDOT right of way. While a good indicator of the available area, the GIS information may not be completely accurate throughout the corridor. The full



survey will inform the final design to ensure that the shared use path and accompanying amenities stay within the available right of way.



Major Destinations and Attractions

In coordination with the Study Work Group and local knowledge of the Eastern Shore, the study team identified major destinations and attractions along the project corridor. The most prevalent destinations and attractions include retail stores, restaurants, residential communities, farmers markets, cultural and historic centers and museums, marinas, recreational centers, and educational centers. The attractions and destinations served as a basis for possible shared use path connections and trailhead locations. While identifying potential trailhead locations, the study team also considered the available right of way and existing connections to the attractions and destinations.



Topography

The existing railbed is relatively flat throughout the length of the corridor, but the elevation within the entire railroad right of way varies. In many cases, the railroad corridor is roughly the same elevation across the entire cross section, with the existing railbed elevated slightly above the ground; however, many locations, particularly in the north have a moderate slope and drop off immediately to one side or the other of the existing railbed. This may be due to a drainage feature, such as a ditch, or it may be attributed to the elevation difference to the adjacent roadway. The steep changes in topography typically occurred on the west side of the existing railbed because the railroad right of way once housed two separate railroad tracks: the existing railbed and an additional railbed to the east. The eastern railroad track has been decommissioned and is in varying states of disrepair along the corridor. The existing topography along the corridor was equally considered when laying out the shared use path as well as the need for additional physical barriers.



Drainage and Wetlands

In many locations, the railroad corridor was adjacent to a drainage feature, such as a ditch, a drainage pipe traveling under the rail tracks, or a wetland area. Minimizing the drainage and wetland impacts was a priority when determining the placement of the shared use path.



Existing Vegetation

The existing vegetation was primarily identified through field work and available aerial imagery. The vegetation along the corridor included single trees acting as a buffer between the railroad and the adjacent roadway as well as dense vegetation on one or both sides of the existing railbed. The removal and addition of vegetation was considered in the overall layout of the shared use path for aesthetics and safety purposes. The existing vegetation should also be examined during final design to accommodate for stopping sight distance at all shared use crossings and intersections.



Road Crossings and Driveways

In total, the railroad corridor crosses 56 paved roads and an additional 23 unpaved roads or private driveways. In some locations, private driveways run directly parallel to the existing railbed in easements located within the railroad right of way. The road crossings are typically perpendicular to low volume, two-lane roadways. Existing intersection and roadway characteristics were used to

determine the typical appropriate shared use path and roadway geometry for each crossing location.



Existing Traffic Control

Field work and in-office reviews allowed the study team to determine the existing traffic control at each of the road crossings. Typically, the railroad corridor crosses the roadway on stop-controlled approaches, though some crossings are mid-block and across uncontrolled approaches. Five road crossings occur at an existing signalized intersection. Utilizing the gathered traffic control data, typical shared use path and roadway warning systems were accounted for at each crossing. A previous safety study, performed in 2016, of Route 13 identified one location, Phillips Drive, where a northbound right-turn lane was recommended, but was determined infeasible due to the proximity of the railroad corridor. VDOT Hampton Roads District has identified numerous other locations that may benefit from a right-turn lane. These are identified in Chapter 5. With the conversion of the railroad corridor to a shared use path, these right-turns lane may now be feasible.



Existing Utilities

The field work identified above-ground utilities such as utility poles and lines.

Underground utilities identified were limited to visible drainage features. The rail corridor includes segments of broadband utilities, and a possible future installation of additional broadband utilities. During preliminary engineering, a survey showing the existing utilities will be available to inform the final design of the shared use path. At this time, not significant impact to the existing underground utilities is anticipated. A separate plan for this railroad corridor is installing a sewer line for much of the 49 miles, though that is still in the planning-level stage, as well. The study process maintained continuous coordination with Hampton Roads Sanitation District (HRSD). Coordination with HRSD and the future broadband line must be continued through preliminary engineering and construction to ensure that the shared use path and future utilities will cohabitate in the railroad right of way.

Overview of Environmental Impact

Rare, Threatened, and Endangered Species

VHB conducted a desktop review in August 2020 to identify possible threatened and endangered (T & E) species on the federal and/or state level that may occur within the vicinity of the proposed alignment. VHB searched the Virginia Department of Wildlife Resources (DWR), Virginia Fish and Wildlife Information Service (VAFWIS) database and considered T & E species with confirmed or potential occurrences within Accomack and Northampton Counties for which potential habitat may occur within the vicinity of the proposed rail to trail project area. The DWR VAFWIS search results identified 9 species of threatened or endangered status. **Appendix C** summarizes these DWR VAFWIS search results for the full alignment as well as the three SMART SCALE application alignments. Additional review of the project area should be conducted during preliminary engineering to determine the potential for any effects to occur on these T & E species.

Cultural Resources

VHB conducted a desktop review in August 2020 to identify possible historic or archeological resources within the vicinity of the proposed alignment. VHB searched the Virginia Department of Historic Resources (DHR) archives database, Virginia Cultural Resource Information System (VCRIS) to identify potential resources within 50' of the proposed new shared use path alignment. In the VCRIS search results, VHB identified eight resources that have been previously surveyed and were determined to be listed in the National Register of Historic Places (NRHP) or eligible for listing in the NRHP, and another 19 that have not yet been evaluated for eligibility by DHR. Properties in the VCRIS database that are determined to be not eligible for listing in the NRHP are not considered historic and were therefore excluded from this survey. Individual resources contributing to a historic district were considered as part of the overall historic district. No archeological resources were identified through the VCRIS archives search. **Appendix C** summarizes the VCRIS archives search results for the full alignment as well as the three SMART SCALE application alignments.

Wetlands and Streams

VHB conducted a desktop review in September 2020 to identify possible wetlands and streams that may occur within the vicinity of the proposed Eastern Shore rails to trails project alignment. VHB used the National Wetlands Inventory (NWI) Geographic Information System (GIS) data to identify potential wetlands and streams that may occur within a 30' corridor of the proposed shared use path alignment (15' on each side of the proposed shared use path centerline).

Appendix C summarizes the results of this analysis for the full alignment as well as the three SMART SCALE application alignments. Approximately 5 acres of wetlands and 4,316' of stream occur within the 30' corridor buffer. Additional review of the project area should be conducted during preliminary engineering to determine the potential for any impacts to occur.



5. Final Alignment and Concept

Shared Use Path Alignment

The constraints and opportunities identified during the field work were supplemented with existing mapping and data to identify typical cross sections, path alignment, roadway crossing details, trailhead opportunities, potential shared use path spurs and connections, and potential environmental constraints. The full shared use path alignment is 49 miles in length. It extends from the Town of Cape Charles to Taylor Street, approximately 0.6 miles south of the Town of Hallwood.

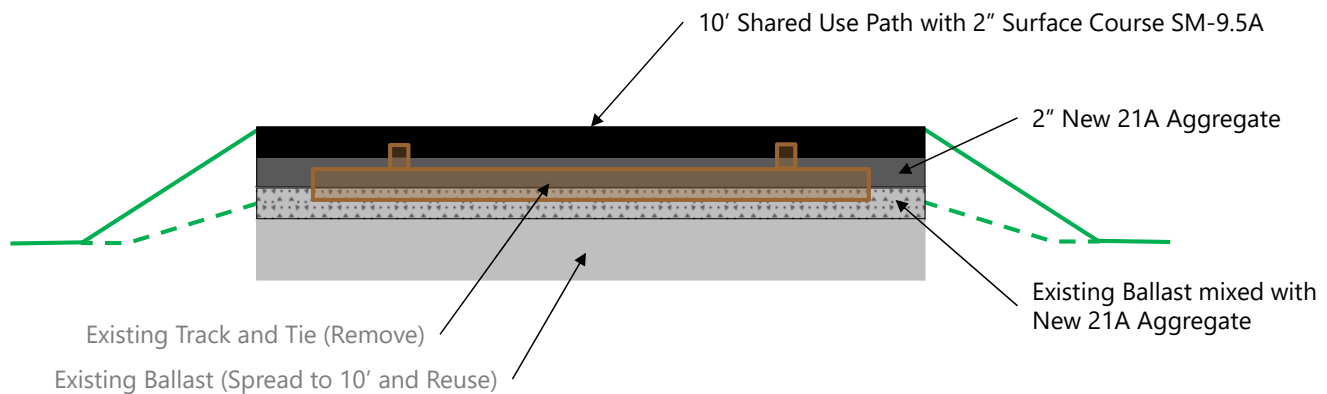
The shared use path corridor travels through the towns of Cape Charles, Cheriton, Eastville, Nassawadox, and Exmore in Northampton County and Painter, Keller, Melfa, Onley, Parksley, and Bloxom in Accomack County.

Appendix D displays the final planning-level alignment represented on 109 individual sheets. This alignment takes into consideration the constraints identified through the existing conditions analysis, but the final design may be tweaked during preliminary engineering and as the project progresses. The alignment shown in **Appendix D** stays within the rail corridor with only minor connections to immediately adjacent parcels included and does not include significant off-rail improvements. While some amenities are depicted on the graphics, specifically at the trailhead locations, other amenities may be added during the design stage in accordance with the Design Criteria Guide shown in **Appendix E**. Amenities include benches, bicycle racks, wayfinding/informational signs, trash cans, and other similar items.

Whereas rail service has been discontinued within the 49-mile study corridor, some degree of active rail service is planned to remain north of Taylor Street and Hallwood. Nevertheless, the potential exists to develop a rail with trail to connect to Hallwood. Furthermore, the opportunity exists to connect the shared use path to planned trail facilities in Maryland, outside of the rail corridor. Evaluation and feasibility assessment of this option is outside the scope of the current study, but it is important to mention here as a possibility warranting further analysis, because it would help complete a primary regional connection. This would require coordination with the rail operator and other Virginia stakeholders as well as trail proponents in Maryland.

Construction Process and Assumptions

The construction of the shared use path relies on spreading out and reusing much of the existing ballast as the subbase for the shared use path. This planning study and cost estimate assumed that existing ballast could be reused; however, the ability to reuse the ballast material is dependent upon the degradation of the ballast between now and construction, particularly after the removal of the railroad track and ties. Overtime, the ballast of an abandoned railroad tends to degrade as the structure loosens and biomass material becomes embedded. For planning purposes, it was assumed that the contamination levels within the ballast will be low enough that the ballast is able to be reused on-site and does not need to be hauled off or otherwise treated. If contamination levels are higher than federal and state thresholds, additional treatment,

Figure 3. Typical Detail for the Shared Use Path Construction

such as hauling away the existing ballast, may be required.

The rail to trail conversion begins with removing all existing railroad tracks, ties, and associated traffic control devices. Next, the existing ballast is spread out to achieve a 10' width. New No. 21 A/B aggregate is placed on top of the existing ballast and is compacted to create the base of the shared use path. The amount of new No. 21A/B aggregate required to create a sufficient base structure depends on the condition and composition of the existing ballast at the time of construction and must account for some settling of the new aggregate into the existing ballast. A 2" paved asphalt surface is laid on top of the newly formed base to complete the shared use path surface. **Figure 3** depicts the aggregate layers required for the 10' shared use path. For the alternative soft surface path, the existing ground area is excavated, the soil is redistributed, and the new surface is installed. Lastly, fill material is used to create the shoulders of the shared use path as the shared use path surface will sit slightly above the existing grade.

Typical Roadway Crossings

The shared use path corridor primarily runs adjacent to Route 13, Route 316, and Route 779 and crosses many of the side roads. The shared use path corridor includes 56 paved, public roadway crossings and an additional 23 unpaved or private driveway crossings. Five crossings are at existing signalized intersections, and the remaining are at unsignalized intersections. The crossings typically cross low volume (less than

2,500 vehicles per day), two-lane roadways and many occur at a stop-controlled intersection. The only crossing of Route 13, a high-volume four lane roadway, will be accommodated by a future signalized intersection at Country Place, outside the Town of Cape Charles. Where the railroad corridor deviates from Route 13 and Route 13 business, the shared use path crosses roadways at a midblock location.

The study team developed multiple typical roadway crossings, presented as part of **Appendix D**, to be applied to each of the roadway crossing locations. The typical crossings follow state and federal guidance for roadway crossing treatments at controlled and uncontrolled approaches. The typical crossing graphics presented are intended as illustrations of roadway crossing treatments and are subject to change during the design process. Design of the typical crossings considered many characteristics such as existing intersection control, distance from adjacent roadways, relative volume of conflicting movements, available sight distance, and existing surface type. Because turning movement counts were not available, the study used the presence of a southbound left-turn lane as a proxy for the relative left-turning volume.

Appendix D includes the typical crossing graphics, and the list below provides a brief description of each typical crossing.

Typical Crossing A

This crossing is to be applied at a signalized crossing location and includes pedestrian push buttons and

pedestrian signals. The marked crosswalk should be positioned as close to the adjacent roadway as practical while avoiding major modifications to signal equipment (i.e., relocation of existing signal pole or equipment); however, according to the VDOT RDM, “in no case shall the crossing be closer than 5 feet from the edge of the parallel roadway.” A R10-15R or equivalent MUTCD-compliant sign should be installed on the mast arm for the northbound right-turn, but placement is subject to a loading analysis. At the time of this study, all signalized southbound left-turn movements operated as protected-only movements. If a left-turn movement is permissive and may conflict with the shared use path crossings at the time of design or construction, additional warning, such as an R10-15R sign, is advised.

Typical Crossing B

This crossing is to be applied across a stop-controlled intersection approach with low conflicting turning volumes. For the purposes of this study, locations without southbound turn-lanes were assumed to have relatively low conflicting turning movements. In this typical crossing, the shared use path is brought close, but no closer than 5', to the adjacent roadway to maximize visibility to shared use path users and is given the same control (i.e., free flow) as the adjacent roadway. Vehicles on the side approach must come to a complete stop before the shared use path. This typical mimics a traditional stop-controlled intersection crossing.

Typical Crossing C

This crossing represents a typical crossing at a two-way stop-controlled intersection, but across the uncontrolled approach. These locations are low-speed, low-volume crossings where the shared use path is given a stop condition.

Typical Crossing D

This crossing represents one alternative midblock crossing and is to be applied at locations on a curve with limited sight distance. This alternative provides advance trail crossing assemblies in both directions to alert motorists to the shared use path users.

Typical Crossing E

Typical crossing E illustrates an approach on a straight approach with limited sight distance to the shared use path crossing. On the approach with limited sight distance, an advance trail crossing assembly and advance pavement markings are provided. While this typical crossing shows the advance warning on only one approach, it may be applied to both approaches if limited sight distance is available. Along the shared use path corridor, sight distance may be limited by items such as buildings or vegetation.

Typical Crossing F

This crossing is to be applied across unpaved private driveways or roads adjacent to the roadway. Per VDOT's *Road Design Manual* (RDM), unpaved surfaces should be paved at shared use path crossings to avoid excess dirt and gravel getting in the travel way. For this reason, the distance between the shared use path and the adjacent roadway should be paved, and an additional distance of 20' beyond the shared use path crossing should be paved as well. While trail crossing signs and crosswalk pavement markings are shown in this graphic, these items are optional based on the volume of the driveway crossing. The decision to exclude or include signs and markings should be made during preliminary engineering in coordination with VDOT Hampton Roads District Traffic Engineering Division.

Typical Crossing G

This crossing is to be applied across unpaved private driveways not adjacent to the roadway at midblock locations. Per VDOT's *Road Design Manual* (RDM), unpaved surfaces should be paved at shared use path crossings to avoid excess dirt and gravel getting in the travel way. For this reason, 20' beyond the shared use path crossing on either side should be paved. While trail crossing signs and crosswalk pavement markings are shown in this graphic, these items are optional based on the volume of the driveway crossing. The decision to exclude or include signs and markings should be made during preliminary engineering in coordination with VDOT Hampton Roads District Traffic Engineering Division.

Typical Crossing H

This typical crossing is to be applied across a stop-controlled intersection approach with higher conflicting turning volumes. For the purposes of this study, locations with southbound turn-lanes were assumed to have relatively high conflicting turning movements. In this typical crossing, the shared use path is set back from the adjacent roadway to allow for vehicles to complete the turning movement and then stop for users in the shared use path crossing without interrupting the traffic flow on the mainline. The minimum set back distance between the adjacent roadway and the shared use path crossing should be determined during preliminary engineering. This distance should be based on many factors such as distance needed for vehicle storage, driver perception reaction time, and common engineering practices. This distance should be based on many factors such as distance needed for vehicle storage, driver perception reaction time, and common engineering practices.

Typical Crossing I

Typical crossing I illustrates a midblock crossing on a straight approach with no sight distance limitations. Careful consideration should be given to locations with vegetation in the vicinity. The vegetation needs to be carefully maintained to ensure adequate sight distance. If this is not feasible, typical crossing E should be applied instead.

Future Right-Turn Lanes

Various safety studies and VDOT personnel have identified multiple intersections along Route 13 and Route 316 where a northbound right-turn lane could be beneficial; however, these locations have been constrained by the previously active railroad. The railroad abandonment presents an opportunity to construct right-turn lanes at these locations. At these locations, the typical crossings above must take into consideration the potential for a future right-turn lane. It is unclear at this time which may be constructed first, the right-turn lanes or the shared use path, but it is imperative to ensure that neither construction effort preclude the other from occurring in the future. **Figure 4** shows, **Table 2** lists the potential right-turn lanes and the corresponding typical crossing.

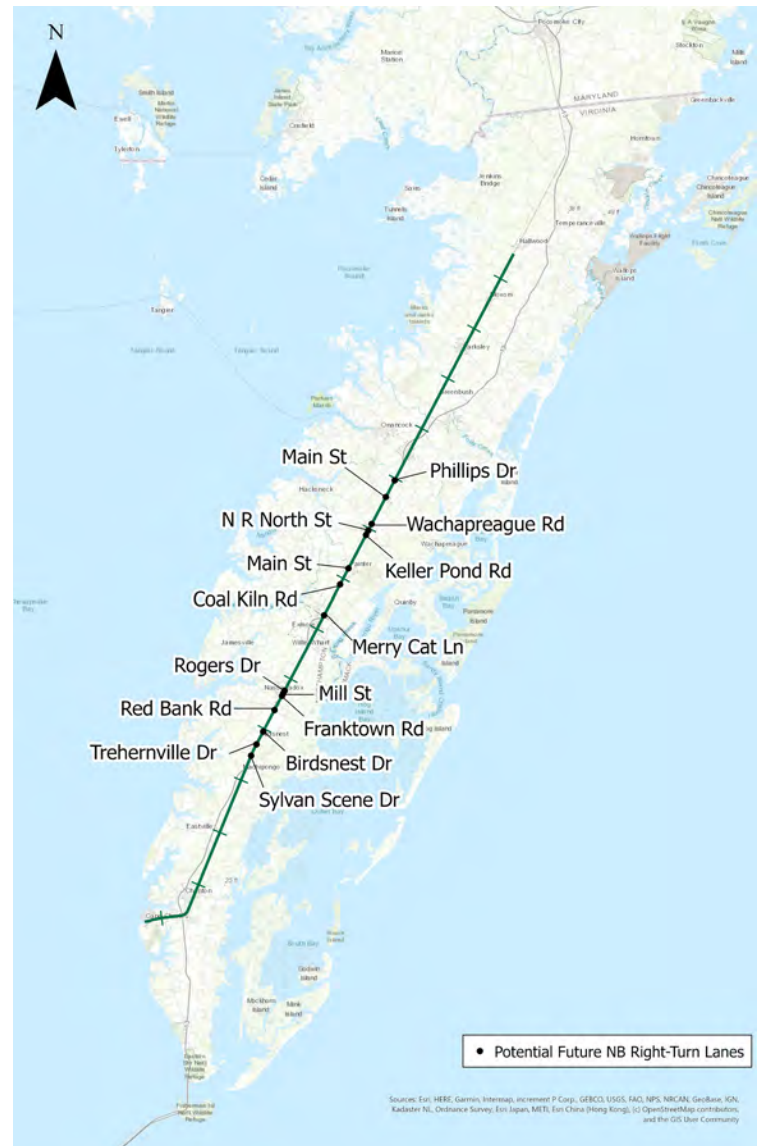


Figure 4. Potential NB Right-Turn Lane Locations

Typical Sections

Like the typical crossings, the study team developed multiple typical sections, presented as part of **Appendix D**, to illustrate cross sections throughout the 49-mile alignment. The typical sections are intended to cover a majority of the corridor's length, but some locations within the corridor may vary from the typical sections. For example, based on the survey performed during preliminary engineering, the alternative soft surface path may be closer to the 10' shared use path than shown due to right of way constraints. The cross sections take into consideration guidance from VDOT's *Road Design Manual* (RDM) on

Table 2. Potential Future NB Right-Turn Lane Locations

County	Route #	Road Name	Signal Present?	Paved Shoulder Present?	VDOT Priority	Typical Crossing
<i>Northampton</i>	625	Sylvan Scene Dr.	No	Yes	3	H
	622	Trehernville Dr.	No	Yes	3	H
	620	Birdsnest Dr.	No	Yes	3	H
	617	Red Bank Rd.	No	Yes	3	H
	609	Franktown Rd.	No	Yes	3	H
	712	Mill St.	No	Yes	3	H
	606	Rogers Dr.	Yes	Yes	2	A
<i>Accomack</i>	601	Merry Cat Ln.	Yes	Yes	2	A
	607	Coal Kiln Rd.	No	No	1	H
	1203	Main St.	Yes	Yes	2	A
	620	Keller Pond Rd.	No	Yes	3	H
	696	N R North St.	No	No	1	B
	180	Wachapreague Rd.	Yes	Yes	2	A
	626	Main St.	Yes	No	1	A
	639	Phillips Dr.	No	No	1	H

shared use paths as well as common engineering practices for shared use paths and rail to trail projects. The typical sections include the following features:

Shared Use Path

Each typical section includes a 10' shared use path with a minimum 2' graded shoulder on both sides. As described in the construction process above, the shared use path is built up of the existing ballast, new base aggregate, and asphalt material, and its ultimate grade will be slightly higher than the existing railroad ballast grade. The typical sections show where the future shared use path will be compared to the existing railbed. The shared use path is either centered on the existing railbed, extended to one side or the other of the existing railbed, or is completely off the railbed. The location of the shared use path was

carefully determined based on identified constraints. The distance from the roadway to the adjacent shared use path varies depending on the location along the corridor.

Alternative Soft Surface/Grass Path

Most typical sections also include an optional alternative soft surface / grass path. This path can range in width between 4' – 8' depending on the anticipated mode at each location. Anticipated modes may include equestrians, ATVs, or joggers as examples. Additionally, this alternative path may be a soft surface material, such as gravel, or may be a traversable and graded width of grass. The inclusion of the optional alternative soft surface path is the decision of the ultimate shared use path owner, and the design will be determined during preliminary engineering. The

inclusion and design of the optional alternative soft surface / grass path will be largely dependent on the available right of way, available funding, constraints such as topography or excessive vegetation, and the ultimate anticipated user volume and mode. If the optional alternative soft surface path is not constructed with the 10' shared use path, it may be added later if user volumes increase, conflicts occur between various mode types, or as additional funding becomes available. The typical sections show a minimum 10' buffer between the shared use path and the alternative soft surface / grass path. This distance varies at intersection locations where the alternative path meets with the shared use path and may vary at other locations throughout the corridor based on the constraints mentioned above. During the planning study, interest for the optional alternative soft surface/ grass path centered on the north-south alignment of the railroad corridor. A similar separated soft-surface path could be applied on the east-west alignment near Cape Charles to address the use of golf carts in a predominately pedestrian/bicycling zone; however, stakeholders may choose to encourage golf carts to use Stone Drive through posted signs, outreach, and patrolling.

Landscaping

Each typical section includes existing vegetation as well as proposed vegetation. Typically, trees are proposed between the shared use path and adjacent roadway to serve as a buffer between the two and create a sense of separation. Trees may also be proposed to create a visual and physical buffer between the shared use path and private property along the corridor. It is vital to consider sight distance lines at intersections when determining tree type and placement during preliminary engineering. Any trees within the clear zone of the adjacent roadway must be considered crashworthy. VDOT provides crashworthy trees in their *Guidelines for Planting Along Virginia's Roadways* guidance document. Such trees include Japanese Maple, Flowering Dogwood, Crape Myrtle, and Tea Crabapple.

Physical Barriers

In locations with steep slopes on either side of the shared use path, the typical sections include a physical

barrier. The final design of these barriers will be determined during preliminary engineering, but the physical barrier must meet RDM standards and be a minimum of 42-inches in height. In one location, in the Town of Cape Charles, flex posts are depicted in the typical section to separate the side path from the travel lanes on Mason Avenue. Physical barriers, such as bollards, should not be routinely used at intersection crossing locations. Bollards are often ineffective, present a hazard to bicyclists and other path users, and should not be used unless there is a documented history of unauthorized vehicles entering the shared use path. The American Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities* provides guidance on restricting unauthorized motor vehicle traffic on the shared use path.

Trailheads and Connections

The study identified multiple trailhead locations and potential connections along the 49-mile corridor as well as a design guide specifying the placement of additional shared use path amenities.

Trailhead locations were determined based on multiple factors such as adjacent land uses and destinations, existing connections and accommodations, available right of way, and physical environmental constraints.

The study identified trailhead locations in Cape Charles, Machipongo, Nassawadox, Painter, Onley, and at the northern shared use path terminus south of Hallwood.

The concept graphics show potential trailhead layouts and amenities; however, final design of the trailheads and accompanying amenities will be determined during the preliminary engineering stage. Amenities at the trailhead locations may include parking, information kiosks, benches, and bicycle racks. The Town of Exmore presents the opportunity to extend the concept of a typical trailhead and create a Town Event Center in the railroad right of way at the Exmore Railroad Station. The proposed Town Event Center could include many amenities of a traditional trailhead but could also include amenities for town gatherings such as a small stage or performance area.

Additional amenities along the shared use path and within the trailhead locations, while not shown on the concept graphics, can be incorporated during the preliminary engineering design phase. **Appendix E** presents the design guidelines for the shared use path, but also include potential amenities (e.g., restroom facilities, wayfinding signs, mile marker signs, information kiosks, bicycle repair stations, and benches).

One benefit that the shared use path can provide is an alternative connection to various destinations throughout the Eastern Shore. The concept graphics show small shared use path spurs to destinations in adjacent parcels such as the Cape Charles Brewing Company and Quail Cove Farms. The concept graphics do not show improvements beyond the railroad corridor; however, the shared use path design could incorporate longer connections to destinations throughout the Eastern Shore that are not immediately adjacent to the railroad corridor. One example of a more robust connection opportunity is represented in the *SMART SCALE: Town of Onley* application. The *SMART SCALE: Town of Onley* application included sidewalk installation along Coastal Boulevard to connect to the existing traffic signal at Route 13/Coastal Boulevard as well as a shared use path extension connecting to the existing traffic signal at Route 13/Main Street/Market Street. The *SMART SCALE* improvements are included in **Appendix F**. Other connections to this level can be evaluated during the preliminary engineering stage based on land uses and surrounding destinations.

Materials

For planning purposes in this study, a paved asphalt surface is proposed for the shared use path. The planning study considered many alternative surfaces to a paved asphalt surface, including paved concrete, crushed stone, rubber, and an organic lock pervious surface, as shown in **Figure 4**. Trails and shared use paths throughout Virginia and elsewhere have had success with each of these materials, and each offer their own benefits and drawbacks. The study team, with input from the study work group, determined that a paved asphalt surface could be advantageous as long-distance bicycling is one of the intended uses of

the shared use path. The paved asphalt, although it incurs a higher construction cost than a crushed stone surface, offers lower maintenance and more longevity throughout the life of the shared use path. A different material may be considered during the preliminary engineering phase; however, it is important to maintain some level of consistency in the material along the alignment and avoid short, alternating sections of varying materials.



Figure 5. Alternative Shared Use Path Materials



6. Likely Project Costs

Methodology

The study developed planning-level cost estimates for the full 49-mile corridor. The cost estimate relied on VDOT averages for unit bid item costs. The planning-level costs presented are an opinion of probable cost using the information available. The actual design and construction costs are subject to change as the project progresses. Major factors that may affect the costs include the presence and location of underground utilities as well as the ability to reuse the existing railroad ballast material as a subbase for the shared use path. The planning-level cost estimates were developed using the following assumptions:

- » The cost estimate includes the removal of the existing railroad track and ties along the mainline as well as associated signal equipment (i.e., controllers, overhead structures, signals, and gates). The cost estimate does not reflect any potential salvage value of these items. All other existing traffic control devices (i.e., signs and pavement markings) will be removed prior to the start of construction through general repaving and maintenance activities. Removal of these items was not included in the planning-level costs. The removal of track and tie for rail spurs on private property outside of the railroad right of way are not included in the cost estimate. The cost estimate does include quantities to remove and rebuild the roadway at any roadway crossing locations.
- » After removal of the rail track and ties, the existing railroad ballast can be spread out to a 10' width and reused, with additional new aggregate, as the shared use path subbase as described in Chapter 5. The planning-level cost estimate does not account for costs associated with hauling the ballast to an off-site facility.
- » A 15 percent nonstandard item factor was applied to the unit items to account for items that are not yet determined or designed. For example, this 15 percent may include items such as miscellaneous amenities (e.g., benches, trash cans, bicycle racks), art installations, or historic/wayside stations along the shared use path.
- » The planning-level cost includes an additional 40 percent contingency to account for changes in the design between this high-level planning stage and a design phase. These items may include, for example, a change in the amount of existing ballast material that can be reused on site or a change in the width or surface material of the paths. The contingency also accounts for the typically higher construction costs on the Eastern Shore compared to other areas in Hampton Roads.
- » For purposes of the planning-level cost estimate, the 10' shared use path was assumed to have an asphalt concrete surface, and the alternative soft surface path was assumed as a 4' wide gravel surface.
- » All work will be completed within the dedicated Canonie Atlantic Company right of way, so the planning-level costs do not include right of way costs.
- » The planning-level costs do not include any improvements outside of the railbed such as the sidewalk connections proposed in the SMART SCALE: Town of Onley application.
- » Assumptions for lump-sum and percentage-based items (e.g., preliminary engineering, maintenance of traffic, or landscaping) are consistent with recent VDOT projects and engineering judgement.

Planning-Level Cost Estimate

The total per-mile planning-level cost estimate is approximately \$700,000/mile, excluding cost for removal of the railroad track, ties, and signal equipment. This cost is consistent with recent rail to trail projects in Virginia. All costs stated below represent 2020 dollars. **Appendix D** provides more details on the planning-level cost estimate.

Preliminary Engineering

The preliminary engineering costs include survey, environmental coordination/reporting, design of the shared use path and alternative soft surface path, and project administration and oversight.

The planning-level cost estimate assumed the preliminary engineering costs at \$90,000/mile. An additional 12 percent contingency is applied to the preliminary engineering subtotal to account for any increases in scope that may arise before or during preliminary engineering. Such items may include additional environmental coordination/reporting, additional geotechnical testing/design, or increased landscape architecture design. The total planning-level cost estimate for preliminary engineering is approximately \$4,943,000.

Construction

Construction costs include mobilization, maintenance of traffic, material and labor for the shared use path and alternative soft surface path as well as project administration, oversight, and inspection. The construction costs were developed using quantity take-offs and VDOT Hampton Roads District and Statewide unit costs. The planning-level construction cost estimate totals \$26,922,000 for the 10' paved asphalt path and an additional \$2,991,000 for the adjacent alternative soft surface path.

Maintenance

The Rails to Trails Conservancy (RTC) in 2015 conducted a survey of rail to trail managers' average costs for annual maintenance of these types of facilities. The survey covered items such as maintenance of trail surfaces, trailheads, signs, support

facilities, grass mowing, and other activities. The results suggested that the average annual maintenance cost for an asphalt rail to trail corridor was roughly \$2,000 per mile. **Table 3**, courtesy of the RTC *Maintenance Practices and Costs of Rail-Trails*¹ document, presents the typical breakdown of the yearly maintenance costs.

The study team had multiple discussions with VDOT and the Department of Conservation and Recreation (DCR) to determine costs specific to the future Eastern Shore shared use path. Although the future owner of the shared use path has not been determined at this point, VDOT's maintenance contract unit prices can be used as a proxy to determine the maintenance costs for the shared use path. The estimated costs are as follows, in 2020 dollars:

Activity	Cost
<i>Tractor Mowing</i>	\$75 / Acre
<i>Hand Mowing</i>	\$250 / Acre
<i>Litter Pickup</i>	\$30 / Acre

Additional maintenance information is provided in Chapter 8.

Removal Costs

The planning-level cost to remove the existing railroad tracks, ties, and signal equipment is approximately \$16,144,000 for the 49-mile corridor (\$329,000/mile). This planning-level cost estimate does not include cost to remove any pavement markings or signs on the intersecting roadways. The cost also does not take into consideration the potential for salvage value. The salvage value of these materials is heavily dependent on the timing of the track and tie removal, which remains an unknown at the time of this study.

VDOT unit items for removal of traffic signal structures were used as a proxy for removing the existing railroad signal equipment (i.e., controller cabinet, signal, and gate). VDOT unit item costs were not available for the removal of the railroad track and ties. Instead, the planning-level cost estimate relied on available cost information for removal of track and ties for other rail to trail projects on the east coast.

1 [resourcehandler.ashx \(railstotrails.org\)](https://resourcehandler.ashx(railstotrails.org))

Table 3. Typical Breakdown of Maintenance Costs

Maintenance Activity	% of Budget
<i>Surface Clearing of Trail</i>	10.8%
<i>Mowing</i>	12.0%
<i>Vegetation management (leaf clearing, pruning, etc.)</i>	11.2%
<i>Keep trail-side land clear of trash and debris</i>	11.5%
<i>Whole tree removal</i>	5.4%
<i>Application of herbicides or pesticides</i>	2.3%
<i>Clearing of drainage channels and culverts</i>	5.4%
<i>Surface maintenance of parking areas</i>	2.7%
<i>Litter clean up, trash cans</i>	2.7%
<i>Maintenance of toilets at trailheads</i>	13.0%
<i>Maintenance of toilets along the trail</i>	1.2%
<i>Trailhead parking snow removal</i>	1.1%
<i>Repair/maintenance of signs</i>	6.3%
<i>Recovery from illegal acts of vandalism / dumping</i>	5.3%
<i>Other trail maintenance activities</i>	9.1%

SMART SCALE Cost Estimates

Separate cost estimates were developed for each of the three SMART SCALE applications. The SMART SCALE application costs include off-rail improvements and connections to destinations along the corridor. Therefore, the per-mile costs submitted for SMART SCALE vary slightly from the costs assumed for the full 49-mile alignment discussed above. Additionally, the SMART SCALE costs include inflation to the assumed phase start date. **Table 4** provides the planning-level cost estimates for each of the three SMART SCALE applications, reflected in future-year dollars.

Table 4. Submitted SMART SCALE Project Cost Estimates

	Town of Cape Charles	Town of Onley	Accomack County
<i>Preliminary Engineering</i>	\$ 384,500	\$ 407,845	\$ 2,414,661
<i>Right of Way</i>	—	\$ 263,814	\$ 311,780
<i>Construction</i>	\$ 5,295,133	\$ 2,862,117	\$ 17,952,204
TOTAL	\$ 5,679,634	\$ 3,533,776	\$ 20,678,645



7. Potential Segment and Phasing Opportunities

The 49-mile length of the corridor provides ample opportunity to design and construct the shared use path in multiple phases. Dividing the design and construction of the shared use path allows the towns, counties, and other agencies to determine shorter sections that will provide the most benefit and may create more competitive funding applications when applying for state, federal, and other funding. It is

Proper segmentation and phasing of the shared use path will increase the benefit seen by the adjacent communities and maximize the funding required for design and construction.

important to note that while the segmentation/phasing strategies outlined below may hold true, the specific sections identified are not intended to preclude other shared use path sections and may change as the Eastern Shore and its destinations develop overtime.

One segmentation strategy could be to divide the 49 miles into smaller (e.g., 10- or 15-mile) consecutive segments. Simply dividing the corridor into equal-length segments may result in constructing the shared use path in the lesser-demand areas before reaching the higher-demand areas. Instead, the consecutive segments should be based on logical start and end points more so than achieving equal-length segments. Breaking the 49-mile corridor into smaller areas provides the following four segments for consideration:

1. **Segment 1**—Cape Charles to Nassawadox
2. **Segment 2**—Nassawadox to Eastern Shore Community College
3. **Segment 3**—Eastern Shore Community College to Onley
4. **Segment 4**—Onley to Taylor Street south of Hallwood

Figure 6 provides a visual of the segmentation, and **Appendix G** provides additional information on each identified segment. Based on the potential connection to the Southern Tip Hike and Bike Trail and the density in Cape Charles, the Cape Charles to Nassawadox segment could be the highest priority. From there, the design and construction could either work to the north, constructing Nassawadox to the Eastern Shore Community College next, or could cover the other higher-density areas in the north in the Onley to Taylor Street segment. Continuing the segments from the South to the North in order provides a contiguous facility throughout the duration of the project; however, constructing the southern-most segment and then the northern-most segment provides additional incentive to complete the segments in the middle.

Ideally, the shared use path will be designed and constructed in the four segments outlined above to provide a contiguous facility rather than short segments broken up. If, however, funding is not available for an entire segment, the segments may be further broken down into smaller sections and constructed through the following phasing strategy:

Phase 1—Larger Towns

The logical first phase of the shared use path is to start in the larger towns within the corridor, such as Cape Charles, Exmore, Onley, and Parksley. These towns typically have higher populations as well as a mix of land uses, primarily residential and retail. These larger towns are anticipated to have a higher innate demand for shared use path users due to the type and density of land uses. Thus, the shared use path will provide a larger immediate benefit to these users and towns compared to other locations along the corridor.

Phase 2—Smaller Towns and Destination Connections

The next phase would be to construct the shared use path in locations where the next highest benefit may be realized. Depending on the anticipated demand, this phase may include constructing the shared use path within small-to-medium sized towns or connecting to popular destinations along the corridor. Towns that may be part of this phase include Cheriton, Eastville, Machipongo, Nassawadox, Painter, Keller, Melfa, and Bloxom. One major destination along the corridor that may fall into this category is the Eastern Shore Community College. As part of constructing the shared use path within these towns and destinations, consideration should be given to connecting to the adjacent larger-town sections of the shared use path outlined under the first phase. Prime candidates for these connections include: Cape Charles and Cheriton, Exmore and Nassawadox, Onley and Melfa/Eastern Shore Community College.

Phase 3—Missing Links

The last phase would involve filling in the missing links between the sections already constructed. To see a more immediate benefit, the shorter missing links should be constructed first, followed by the longer missing links. After this phase is complete, the entire segment would be complete.

The recommended phasing strategy was applied to three locations along the corridor in developing Smart Scale applications. VDOT's SMART SCALE program is the primary, general transportation funding mechanism available in Virginia and accepts

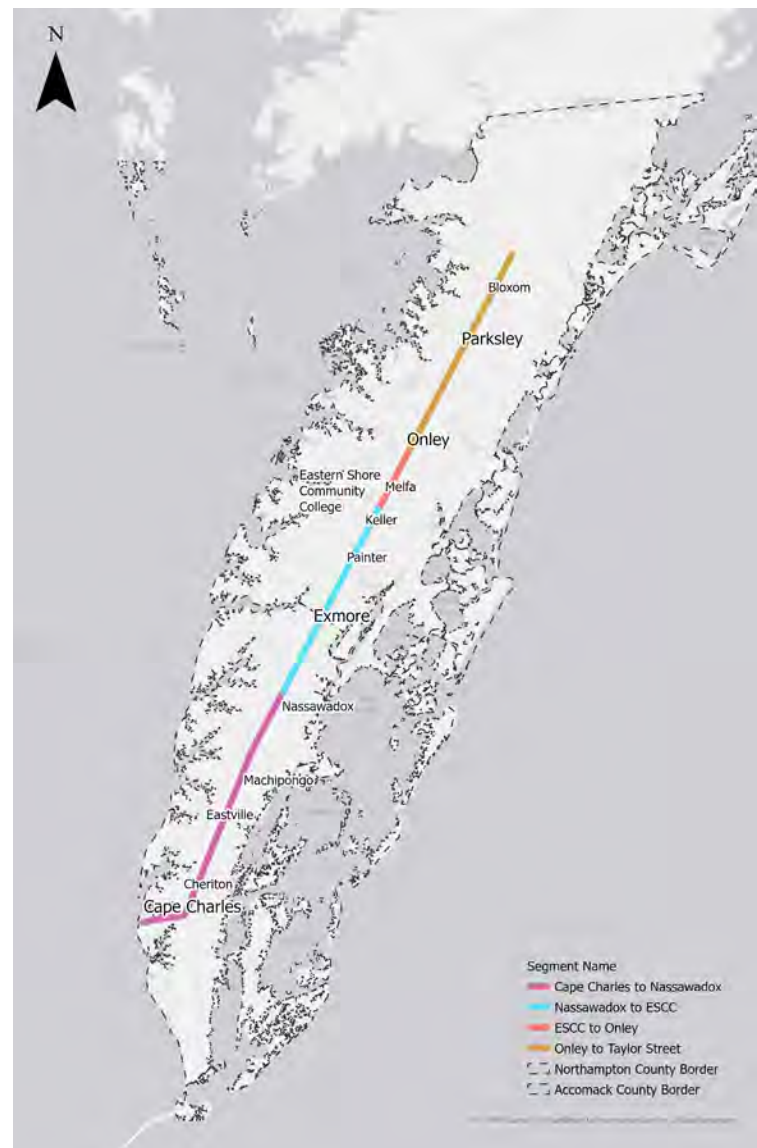


Figure 6. Shared Use Path Segmentation

applications every two years. During the 2020 round of SMART SCALE, the phasing strategy outlined above produced the following three SMART SCALE applications:

1. Town of Cape Charles Segment

The Town of Cape Charles is one of the larger towns and destinations for residents and tourists along the Eastern Shore with a high potential demand for a shared use path. The 2.5-mile segment runs from downtown Cape Charles on Mason Avenue to the Food Lion shopping center near the intersection of Route 13 and Stone Road. This segment connects the higher density residential area within Cape Charles to the main retail area on Route 13.

2. Town of Onley Segment

The Town of Onley is one of the larger towns on the Eastern Shore with multiple surrounding retail centers and residential areas. This SMART SCALE application includes 2.3 miles of a shared use path and 0.4 miles of sidewalk improvements along Coastal Boulevard. The shared use path provides an alternative path for the residents to access these retail land uses.

3. Accomack County Segment

The Accomack County Smart Scale Segment is a combination of all three phasing levels discussed above. This segment connects multiple towns and destinations in Accomack County. The 15.7-mile length begins at the Eastern Shore Community College, terminates at Bloxom, and connects the towns of Melfa, Onley, Parksley, and Bloxom. This segment provides a connection to various destinations along the way and serves as an active recreational alternative.

Similarly, a phasing strategy could be applied to the shared use path features and amenities in addition to the location phasing previously discussed. In some locations where high user volume is anticipated, the full shared use path with all the trailheads and amenities (e.g., benches and wayfinding signs) may be considered during the initial design and construction of the shared use path. In locations with a lower anticipated demand, it may be more appropriate to construct the 10' shared use path with minimal amenities during the initial design and construction phase. A similar phasing strategy may be applied to the trailhead locations. At the lower-demand trailhead locations, fewer amenities (e.g., bike racks, benches, picnic tables) may be needed during the initial design and construction. As the demand grows and the phasing progresses, additional amenities may be added.



8. Management Alternatives

Ownership

Long-term success of the Eastern Shore Rail to Trail Project (ESRT) will require an effective ownership and maintenance structure. Various options have proven successful throughout the commonwealth, as described below. Given the length of the ESRT, and the large number of jurisdictions through which the shared use path passes, stakeholders will need to consider the best option or combination of options for ownership and maintenance. This section of the feasibility study outlines potential management framework alternatives and provides examples within Virginia. The Rails to Trails Conservancy provides additional best practice guidance based on national research and experience.¹

Local Governing Agencies

The ESRT will pass through two counties and multiple towns. One option is for these individual governments to assume ownership and maintenance of the portions of the shared use path within their jurisdictions. Counties and towns are eligible for certain types of funding, and this arrangement would allow localities to pursue such funding at their own pace and consistent with other priorities. Local ownership might also help facilitate connections to primary destinations and tourist attractions. However, this management structure could result in disconnected sections of the ESRT and potentially inconsistent maintenance, branding, and wayfinding.

One example within Virginia is the South Hampton Roads Trail, a rail to trail facility traversing the cities of Suffolk, Chesapeake, Portsmouth, Norfolk, and Virginia Beach. Several sections of the trail have been constructed, and others are under design. The facility, planned as a regional attraction, is moving forward at the local level, with each jurisdiction responsible for funding, ownership, and maintenance. As such, the trail is not necessarily being constructed in a sequential fashion.

Regional Governing Agencies

The ESRT is essentially a regional facility running through and connecting local jurisdictions, regional tourism attractions, and state and federal destinations. As such, one option for management is a regional agency. By representing multiple local interests, such a framework could help ensure strategic and prioritized implementation of shared use path phases. However, a regional entity might not enjoy the same funding eligibility as local governing bodies and might need to rely on local partners for individual funding applications.

The Washington & Old Dominion Trail (W&OD Trail), managed by the NOVA Parks organization², is one example of regional trail management. NOVA Parks represents three counties and three cities in Northern Virginia. As managers of the popular W&OD Trail, the agency can ensure consistent branding, maintenance, and operation.

¹ <https://www.railstotrails.org/build-trails/trail-building-toolbox/management-and-maintenance/management-basics/>

² <https://www.novaparks.com/parks/washington-and-old-dominion-railroad-regional-park>



Figure 7. Washington and Old Dominion Trail (W&OD)¹

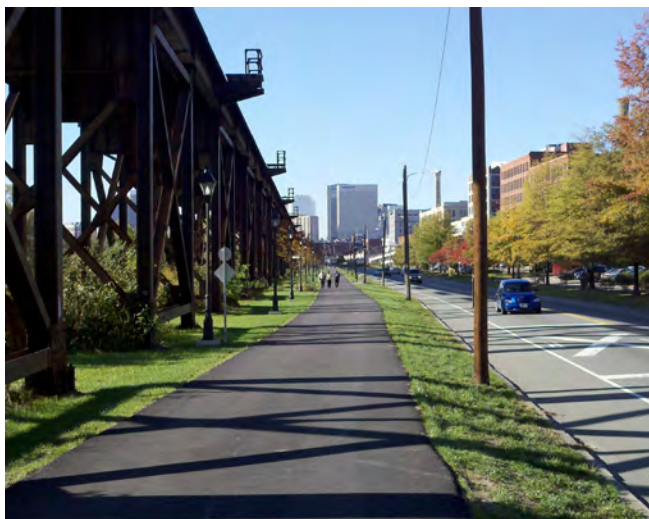


Figure 8. Capital Trail Section in Richmond

State Agencies

The ESRT will serve multiple purposes and convey benefits at the state level, including transportation, recreation, tourism, and economic development. Ownership and maintenance at the state level could help bolster these benefits by providing funding, workforce, and visibility that local or regional entities might not possess. However, state management might result in less local control over phasing and maintenance priorities. Two primary state agencies that could assume this role are the Virginia Department of Transportation and the Virginia Department of Conservation and Recreation.

The Virginia Capital Trail¹ is owned and maintained by the Virginia Department of Transportation, which also oversaw design and construction of the majority of the trail (certain segments were designed and constructed under local authority using a variety of funding sources). It is important to note that the Virginia Capital Trail Foundation (a not-for-profit advocacy organization) works in partnership with VDOT on trail maintenance and improvements.

Federal Agencies

In addition to local and state agencies, federal entities support recreation, conservation, and tourism on the Eastern Shore. Such agencies may bring additional funding sources into the decision-making framework and can assert a high degree of branding visibility for the shared use path. Federal ownership and maintenance could result in less local control over priorities and potential uses and events for the shared use path. Likely federal agencies include the US Fish and Wildlife Service, the National Park Service, and the US Forest Service.

Working in conjunction with the Nature Conservancy and local leaders, the US Fish and Wildlife Service (which operates the Eastern Shore of Virginia National Wildlife Refuge), funded construction of the Southern Tip Trail², to which the ESRT will connect to create a contiguous facility along the Eastern Shore.

¹ <https://www.funin Fairfaxva.com/wp-content/uploads/2016/04/Washington-and-Old-Dominion-bike-trail-Ashburn-Virginia.jpg>

² https://www.co.northampton.va.us/visitors/tourism/free_things_to_see_and_do/free_recreation/bikes_and_hikes/southern_tip_bike_hike_trail



Figure 9. Southern Tip Bike and Hike Trail¹

Maintenance

The study process included a brief investigation into the maintenance capabilities of the Study Work Group members and the localities. The intent of this investigation was to better understand the capabilities that already exist among the SWG members and additional maintenance needs the shared use path would require. The purpose of this effort was not to identify a maintenance sponsor for the shared use path at this stage.

State Agency Capabilities

VDOT currently maintains the roadway shoulder, up to the right of way line, through mowing contracts 3-4 times per year depending on the location. The mowing specifically stays away from the railroad ballast due to safety concerns with the blades kicking ballast. Canonie Atlantic Company does not currently mow in their right of way and instead rely on herbicides to maintain the area.

Aside from mowing, VDOT typically has most of the equipment necessary to maintain the shared use path, though would still have to purchase some of the smaller equipment. VDOT has three maintenance facilities along the Eastern Shore with the capability for

Multi-Agency Partnership

It is possible that multiple levels of government agencies could form partnerships to construct and manage the ESRT. This approach could encourage flexibility and potentially capitalize on locally specific interests or attractions. However, multi-layered management could complicate priorities and efforts at overall consistency.

The Virginia Creeper Trail¹ is an example of successful multi-agency partnership. Located in southwestern Virginia, a portion of this rail to trail is managed by the towns of Abingdon and Damascus, while the portion within the Mt. Rogers National Recreation Area is managed by the US Forest Service.

patching asphalt; drainage, excavation, and clearing of drainage ditches / pipes; and sign installation and maintenance. The maintenance facilities do not have the capability to pave the surface, and any large maintenance areas would likely need to be contracted out. VDOT maintains a utility vehicle that could patrol the shared use path, but it currently is on Tangier Island and would require as much as \$20,000 to relocate. So, VDOT would need to purchase a new one, or more, for patrolling the shared use path.

The investigation revealed that the Department of Conservation and Recreation (DCR) does not currently have the capabilities to maintain the shared use path. Although DCR maintains two similar rails to trails in Virginia (High Bridge and New River), those capabilities do not exist on the Eastern Shore for DCR. The DCR capabilities on the Eastern Shore are mostly related to maintenance efforts for Kiptopeke State Park. The maintenance that DCR currently performs involves mostly carpentry capabilities to maintain benches. To maintain the shared use path, DCR would need to purchase new equipment.

¹ https://www.co.northampton.va.us/visitors/tourism/free_things_to_see_and_do/free_recreation/bikes_and_hikes/southern_tip_bike_hike_trail

¹ <https://www.vacreepertail.org/>

Locality Capabilities

Although A-NPDC's coordination with the Towns was still ongoing at the time of this study, the investigation determined that most towns along the corridor do not have the maintenance capabilities required. Cape Charles expressed interest in maintaining the section within their town limits, and Exmore and Parksley have very minimal maintenance staff. No other towns have the capabilities. In some cases, such as in Parksley, they are maintaining (mowing) certain areas. That effort could potentially be continued throughout the town limits along the shared use path corridor if desired by Parksley.

Advocacy and Support

These groups are generally not eligible for the types of construction funding available to governmental agencies. However, they provide critical advocacy and support in the form of maintenance volunteers, trail ambassador programs, branding, mapping, and wayfinding. Advocacy groups also help prioritize shared use path construction and planning for enhancements. In partnership with larger ownership and funding entities, support organizations can also facilitate construction of shared use path amenities such as trailheads. As mentioned above, the Virginia Capital Trail Foundation works in partnership with VDOT "to protect, promote, and enhance the Virginia Capital Trail, and to serve as a resource, community builder, and connector to other trails throughout the Commonwealth." As part of the public engagement, the Accomack-Northampton Planning District Commission (A-NPDC) began developing a "friends of the trail" group called the Eastern Shore of Virginia Rail Trail Working Group in June 2020. Their actions to date are described in Chapter 9.

Not-for-profit organizations and friends-of-the-trail groups are often important elements of successful shared use path management frameworks.



9. Next Steps

This study developed a planning-level alignment for the shared use path and identified possible trailhead locations and amenities along the corridor. Recommendations from this study can be used to guide the future design and construction efforts of the shared use path corridor when funding is obtained. The next steps, outlined in this section, include identifying priority segments, continuing coordination with Study Work Group partners, identifying a foundation and consistent branding, and obtaining funding through various sources.

Study Work Group and Public Coordination

Owner Identification

While many of the steps outlined below can occur before a shared use path owner / management structure is identified, the shared use path cannot be constructed until this is determined. The Study Work Group and interested parties should coordinate to determine the most appropriate management structure and identify specific shared use path owners. The future owner must be involved in negotiations and agreements with Canonie Atlantic Company regarding receipt and use of the right of way before construction can begin.

Study Work Group Coordination

Continued coordination between members of the Study Work Group is vital to the shared use path's success through the preliminary engineering, construction, and maintenance phases. Study Work Group members should continue to communicate

agency updates that may affect the shared use path's development and work together to prioritize the segments and obtain funding. A unified approach will ensure that the design and construction of the shared use path is consistent and occurs in a logical order. The Study Work Group should work to produce a shared vision document that identifies a shared phasing vision and tracks funding opportunities and commitments.

Utility Coordination

Study Work Group Member HRSD should continue coordination with the ultimate shared use path owner and designers to ensure that the future sewer line and the shared use path will cohabitate in the right of way without interfering with one another. Although the final alignment within the railroad ROW has not yet been determined, Phase 1 of the Eastern Shore Sanitary Sewer Transmission Force Project¹ identifies potential location where the sewer line will cross 13 or deviate from the rail corridor to connect to a pump station. These potential shared use path crossings are identified on the alignment graphics presented in Appendix D.

STB Sponsor

An "STB sponsor" should be identified through the study work group members. This sponsor will continue to coordinate with the Surface Transportation Board (STB) to further the construction of the shared use path, and Canonie Atlantic Company to ensure all required agreements are in place by the stated deadline of July 2021 or securing an extension.

¹ [Phase 1 Eastern Shore Force Main Sewer Project \(accomack.va.us\)](https://www.vdot.virginia.gov/phase1-eastern-shore-force-main-sewer-project)

Canonie Atlantic Company Negotiations

Negotiations include the current railbanking agreement as well as future negotiations regarding the existing leases and agreements that Canonie Atlantic Company currently holds with various land owners. Canonie Atlantic Company currently manages approximately 75 leases along the railroad. Over half of the existing leases are with Spectrum (Charter Communications), and other lessors include Verizon, Cape Charles, Crown Castle Coordination, and other small businesses. The leases typically cover underground utility crossings of the railroad as well as parking and signing for small businesses. The Eastern Shore Broadband Authority and Accomack-Northampton Electric Cooperative also utilize the right of way. The revenue from the various leases is approximately \$46,000 per year.

Preliminary Engineering

To prepare for available funding sources, the Study Work Group members should procure and engineering consultant to begin preliminary engineering for entire corridor to the 30% design level. The preliminary engineering will include a full survey with right of way information and better inform the total cost and final design of the shared use path. A detailed environmental assessment should be performed prior to purchase of the right of way from Canonie Atlantic Company.

As funding becomes available for sections of the shared use path, final design, including a formal environmental assessment should be completed.

Eastern Shore of Virginia Rail Trail Working Group

As part of the public engagement, the Accomack-Northampton Planning District Commission (A-NPDC) began developing a “friends of the trail” group called the Eastern Shore of Virginia Rail Trail Working Group in June 2020. The group’s mission statement reads “the mission of the Eastern Shore of Virginia Rail Trail Working Group is to promote and support development of a 50-mile regional hike and bike trail along the historic Eastern Shore railroad corridor that connects towns, encourages outdoor recreation and tourism, contributes to economic growth, and support a healthier and more prosperous community.” The group has established a work plan and is working to engage more locality and community organizations. The A-NPDC has received a National Parks Service Rivers, Trails and Conservation Assistance Program capacity-building grant to establish this group and continue their efforts.

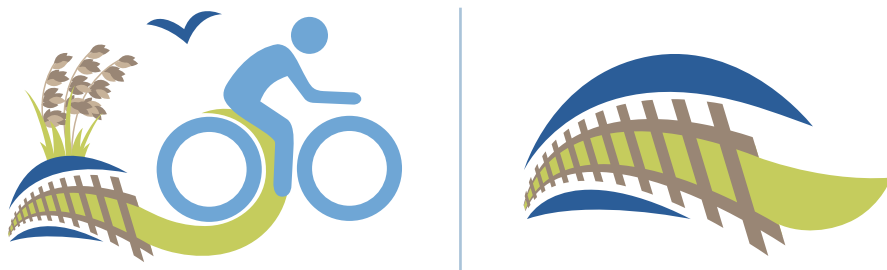
Public Coordination

Continued public engagement is also essential to the success of the shared use path. As part of this effort, VDOT, or another Study Work Group Agency, should maintain the Eastern Shore Rail to Trail project website as a source of information and updates to the public throughout the design and construction phases.

Branding and Marketing

Establishing a recognizable and consistent branding/marketing strategy is key to the success of the shared use path. This effort includes identifying a logo for the shared use path as well as a new name, if desired, for the shared use path. Started as part of this planning study, the branding should be consistent throughout

Figure 10. Primary and Simple Logos



all future outreach and marketing documents to establish a consistent brand for the shared use path that is easily recognizable and identifiable with the Eastern Shore Rail to Trail. The logos presented as part of this planning-level study, shown in **Figure 4**, could serve as a basis for the future branding of the shared use path. The logos presented represent multiple comments from the Study Work Group and represent elements that characterize the Eastern Shore. A simple logo is presented alongside the main logo that could be used in certain situations, such as on vehicle bumper stickers.

Funding Opportunities

While no funding is currently allocated to the design and construction of the shared use path, multiple funding opportunities and programs exist. It is important to note that the funding eligibility is largely dependent on the maintenance structure as not all agencies are eligible for all the funding opportunities outlined below. The following list is a sample of the available funding opportunities. The shared use path may also qualify for additional funding opportunities not listed below. The Study Work Group should consider the project phasing and priority segments before pursuing the funding opportunities listed below.

Smart Scale

VDOT's SMART SCALE program is the primary, general transportation funding mechanism available in Virginia. Every two years, localities submit project funding applications, and VDOT scores the project on a series of measures including safety benefit, operational benefit, and cost. Bicycle and pedestrian projects, such as the shared use path, are eligible for SMART SCALE. Within the project corridor, Accomack County, Northampton County, and Accomack-Northampton Planning District Commission are eligible to apply for SMART SCALE funding. Three SMART SCALE applications were submitted during the FY 2020 application round for the Eastern Shore Rail to Trail.

Transportation Alternatives Set-Aside

Installed by the Fixing America's Surface Transportation (FAST) Act in 2015, this funding, focuses on non-motorized transportation opportunities. Bicycle and

pedestrian trails, like the Eastern Shore Rail to Trail, are prime candidates for this funding. This funding mechanism is on a two-year application cycle. VDOT administers some projects under this funding mechanism, but the Virginia Department of Conservation and Recreation (DCR) specifically administers "Recreational Trails" activities. A myriad of local and regional government entities are eligible for this funding mechanism; regional Metropolitan Planning Organizations (MPOs) and VDOT are not eligible.

Highway Safety Improvement Program's (HSIP) Bicycle and Pedestrian Safety Program (BPSP)

BPSP is one of the core programs of HSIP, administered by the Federal Highway Administration (FHWA) to address non-motorized crashes and risks. The Eastern Shore Rail to Trail, particularly in location adjacent to the Pedestrian Safety Action Plan (PSAP) corridor on Route 13, is a candidate for the BPSP and PSAP funding. Localities, A-NPDC, and VDOT are eligible for this funding mechanism.

Revenue Sharing Program

The revenue sharing program is a cash-match funding focused on immediately needed improvements. Accomack County and Northampton County are eligible for this funding mechanism. The Eastern Shore Rail to Trail project would be eligible for this funding with a 50% locality match, up to the maximum allowed allocation.

EPA Brownfields Grants

The U.S. Environmental Protection Agency (EPA) aims to address environmental contamination and provides funds to prevent, inventory, assess, clean up, and reuse contaminated sites. Given the corridor's history as a railroad, the Eastern Shore Rail to Trail may qualify for an assessment grant, cleanup grant, or multipurpose grant depending on the stage at which the project is at time of application.

Future Spur Connections

Although this planning-level study primarily considered the shared use path alignment and features within the railroad right of way, the shared use path has the potential to connect to destinations and active transportation facilities that are not directly adjacent to the railroad corridor. The SMART SCALE application for the Town of Onley presented a sample of one of these possible connections. As the shared use path proceeds to preliminary engineering and construction, other opportunities to connect to nearby land uses should be considered in more detail.

Rail with Trail Opportunities

Towards the end of the study period, the study team was presented with two proposals for rail with trail sections along the railroad right of way. Though a detailed feasibility study of these alternatives is outside the scope of this study, consideration should be given to both opportunities as the project progresses. Each presents distinct benefits to the shared use path as well as considerations, such as the necessary setback distance. The setback distance, or the lateral offset of the shared use path to the adjacent tracks, is based on multiple factors including the type, speed, and frequency of the trains; maintenance needs; separation technique and need for physical separation (e.g., fences); sight distance; historical issues such as trespassing; and the topography of the corridor. Setback distances are determined on a case-by-case basis and can range from as low as 10' from low-speed, low-frequency trains to as far as 100' for high-frequency and/or high-speed trains. The presence of vertical separation, such as fences, may allow for narrower setbacks, but no lower than 10'.

Taylor Street to Hallwood Shared Use Path Extension

The abandoned railroad right of way ends at Taylor Street, approximately 0.6 miles south of Hallwood. Delmarva Central Railroad Company (DCR), the company that operates this section of railroad, has expressed interest in considering a rail with trail section to connect the proposed shared use path into Hallwood. Given the width of the rail right of way, it appears that a shared use path (and possibly an

adjacent soft surface path) could be installed with enough physical separation from the active rail. This would likely also require a physical barrier such as fencing between the active rail and shared use path. Negotiations between Canonie Atlantic Company (the owner of the land), DCR (the railroad operator), and the future shared use path owner are required. DCR has prepared a draft agreement for such a situation, included as Appendix H.

Nassawadox to Exmore Novelty Train Service

The second rail with trail opportunity was presented by an interested private party to run a novelty tourist train service between Nassawadox and Exmore, approximately 4.5 miles. Similar to other novelty train services around the country, this train would be a low-speed (10-30 MPH) train adjacent to the future shared use path. The existing railbed, track, and ties would remain to service this train. The intent of the novelty train service would be for use during special town events in Nassawadox and/or Exmore.

Canonie Atlantic Company has recognized this proposal as an attractive idea but have determined that it is too early in the process to solidify any proposals or agreements. The cost estimate through this section would vary from the cost estimate presented in this study as the existing railroad track and ties would remain in place, and the existing ballast could not be fully re-used for the shared use path subbase. Additionally, a physical barrier may be required to achieve an appropriate setback distance from the active rail. A detailed cost analysis would have to be completed to determine the cost implications of this alternative. Preliminary engineering would better inform the feasibility of this idea with available parcel and right of way information.



10. Appendices

**A—MetroQuest Survey Results and
Frequently Asked Questions Document**

B—5% Concept Alignment and Constraints

C—Environmental Desktop Review Summary

D—Final Concept Graphics

D1—Concept Alignment

D2—Typical Crossings

D3 – Typical Sections

D4 – Planning-Level Cost Estimates

E—Shared Use Path Design Criteria

F—SMART SCALE Applications

F1 – Cape Charles

F2 – Onley

F3 – Accomack

G – Map Segment Summary Packages

H – Draft Rail with Trail Agreement





Appendix A

MetroQuest Survey Results and Frequently Asked Questions Document



Eastern Shore Rail to Trail Study

MetroQuest Public Survey Results
June 2020



MetroQuest Survey



Surveyed May 15 to June 5



3,400 participants

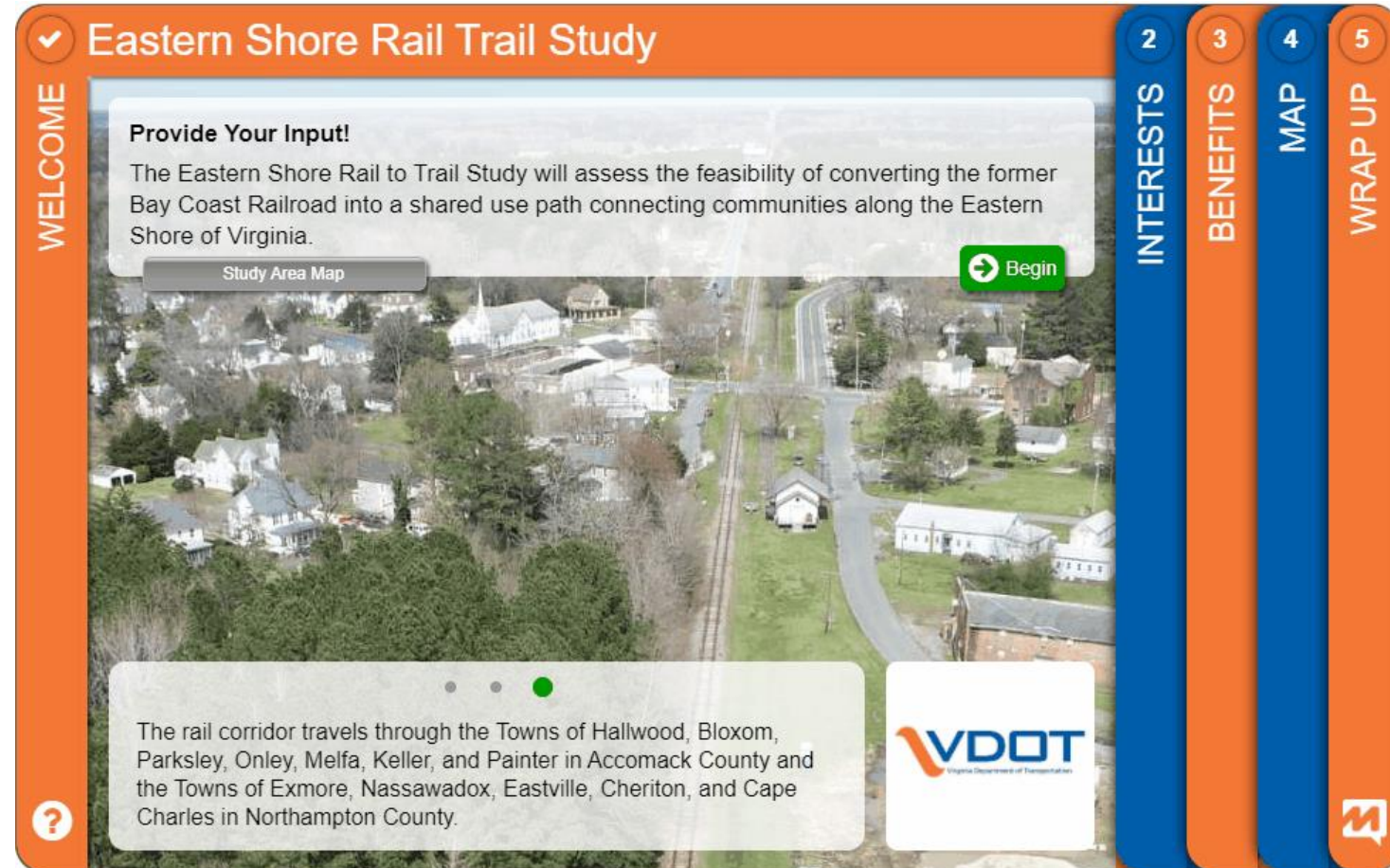
- 50,110 Data Points



Over 6,000 comments



Frequently Asked Questions document



MetroQuest Survey – All Participants



**90% of
Participants
would visit
this path**

Agreement with "I would visit
this path if built."

-  Strongly Agree or Agree
-  Neutral, Disagree,
Or Strongly Disagree

MetroQuest Survey – Eastern Shore Residents Only



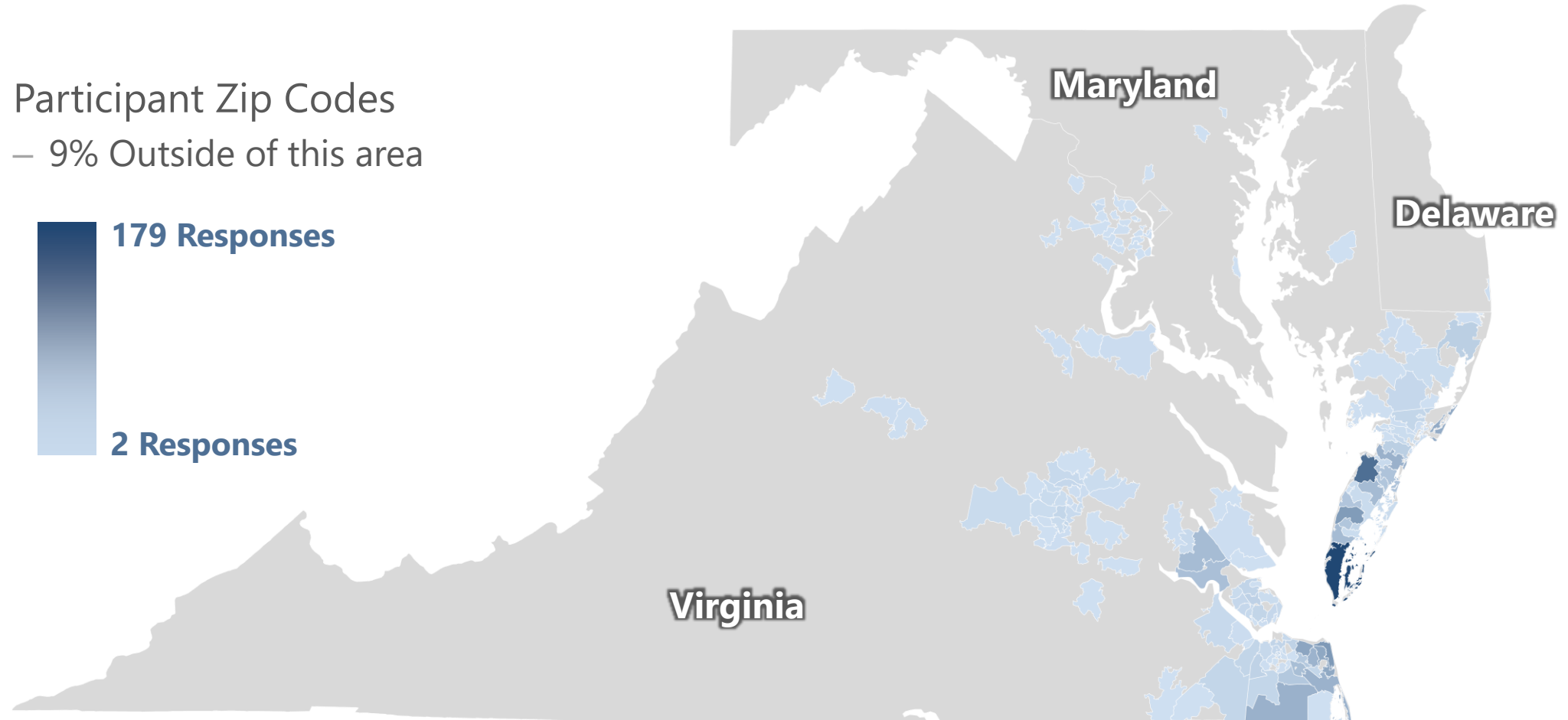
**88% of
Eastern Shore
Participants
would visit
this path**

Agreement with "I would visit this path if built."

-  Strongly Agree or Agree
-  Neutral, Disagree, Or Strongly Disagree

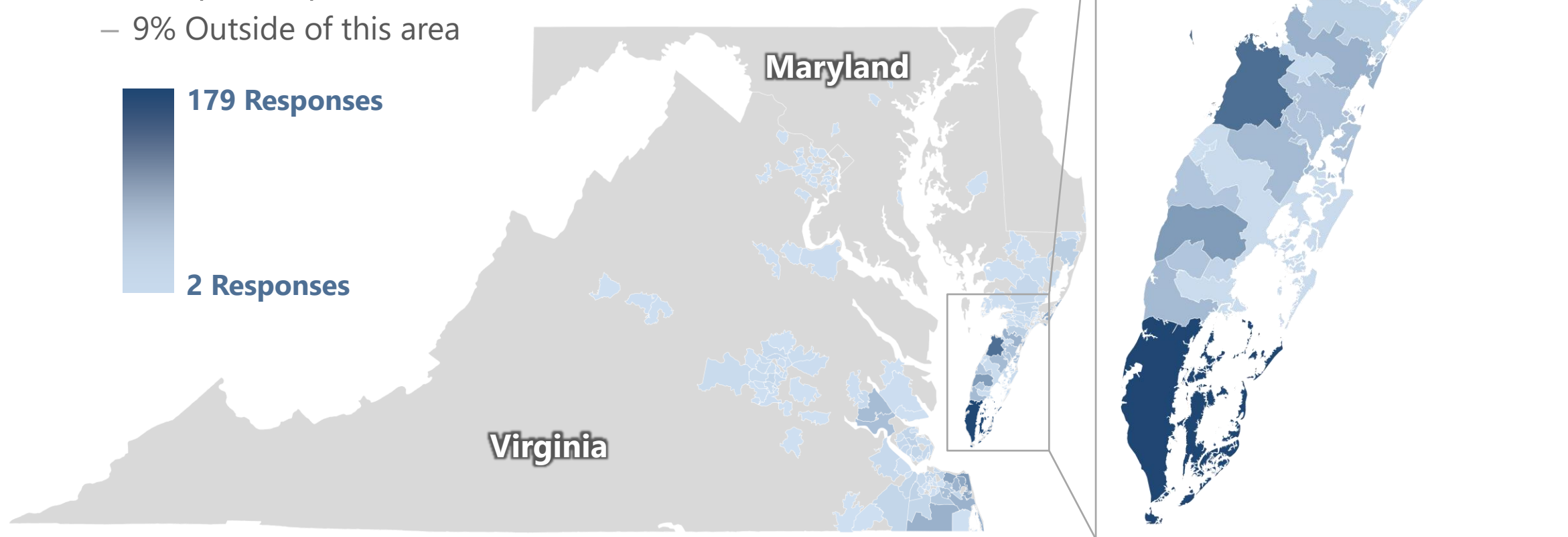
MetroQuest Survey

- Participant Zip Codes
 - 9% Outside of this area

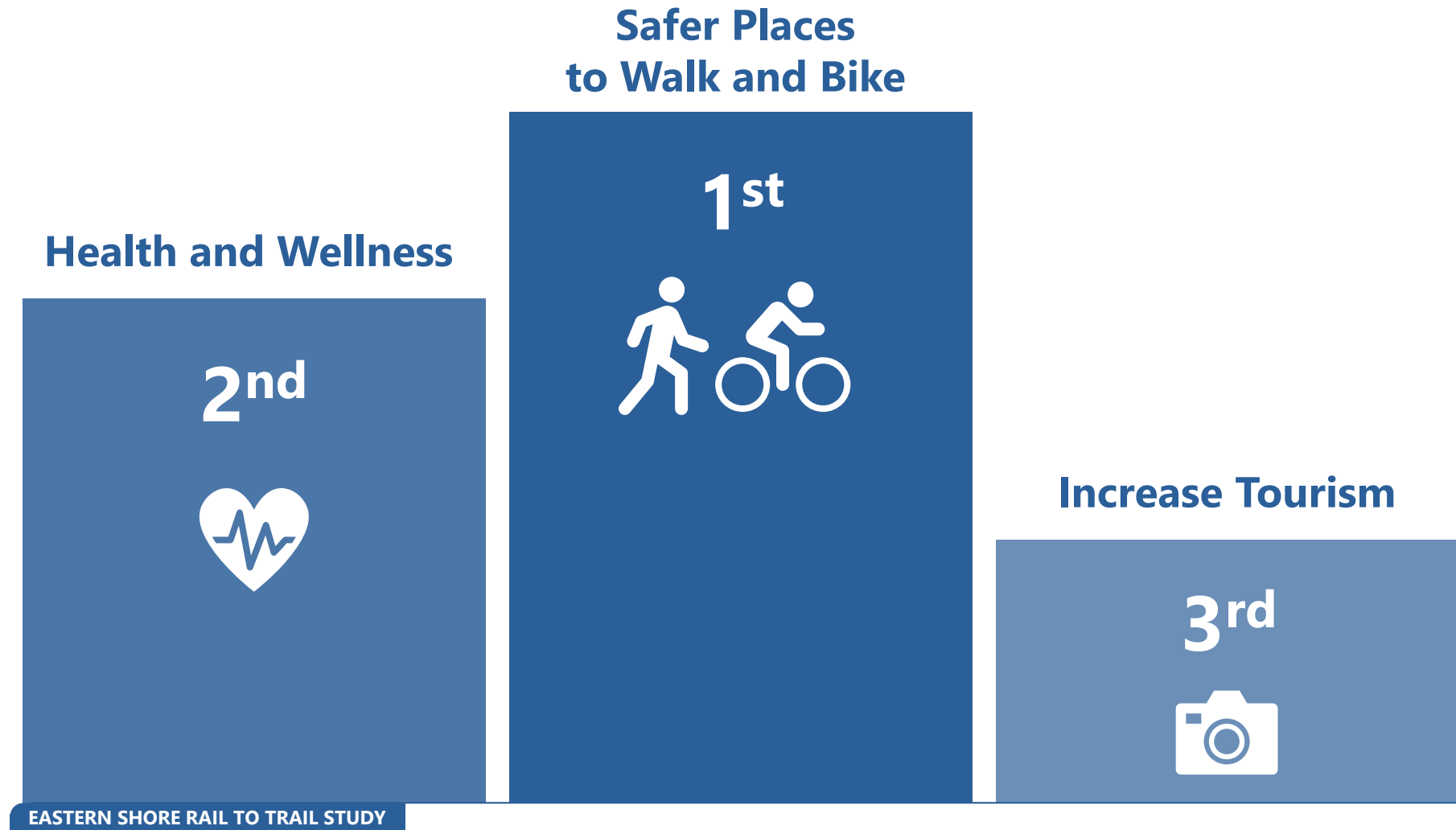


MetroQuest Survey

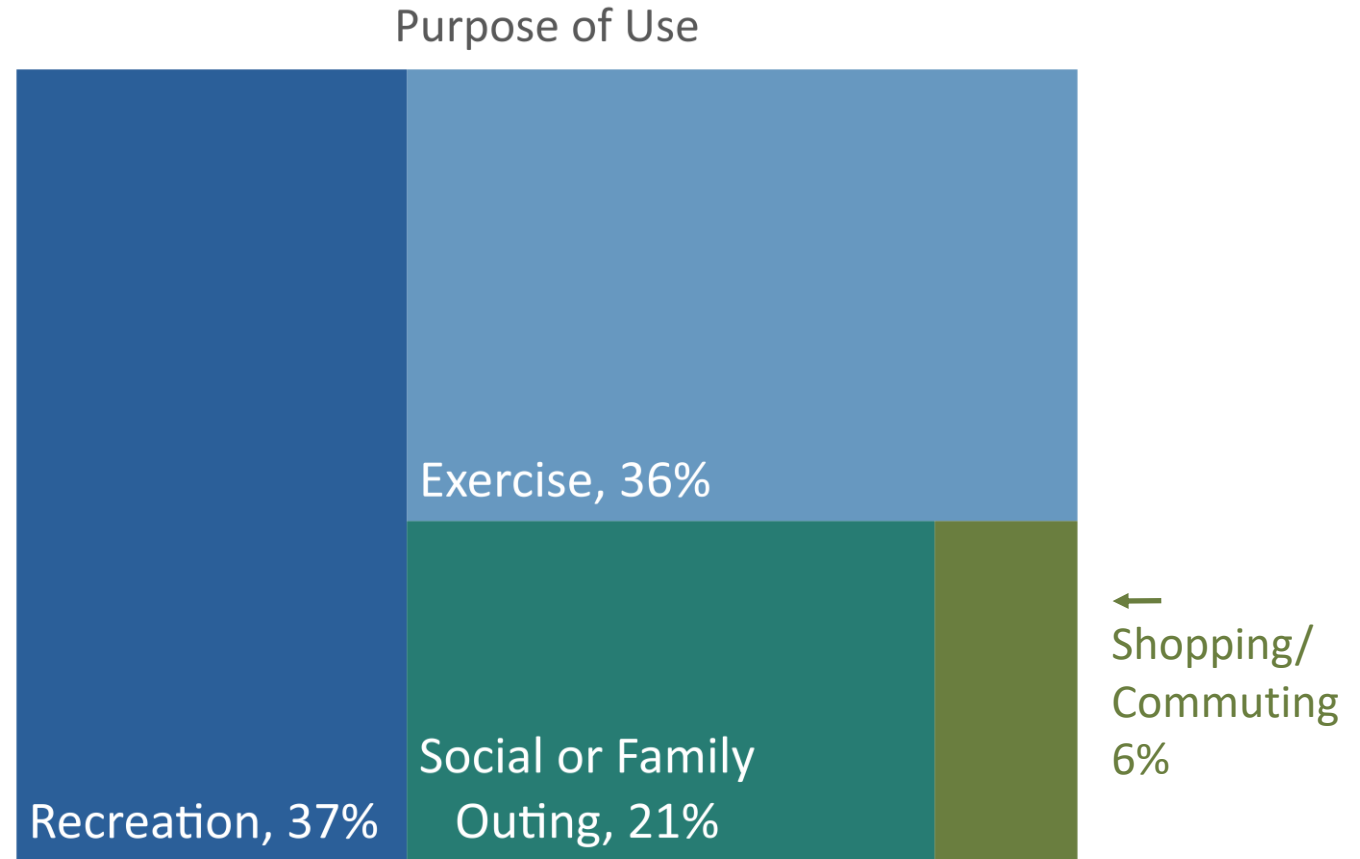
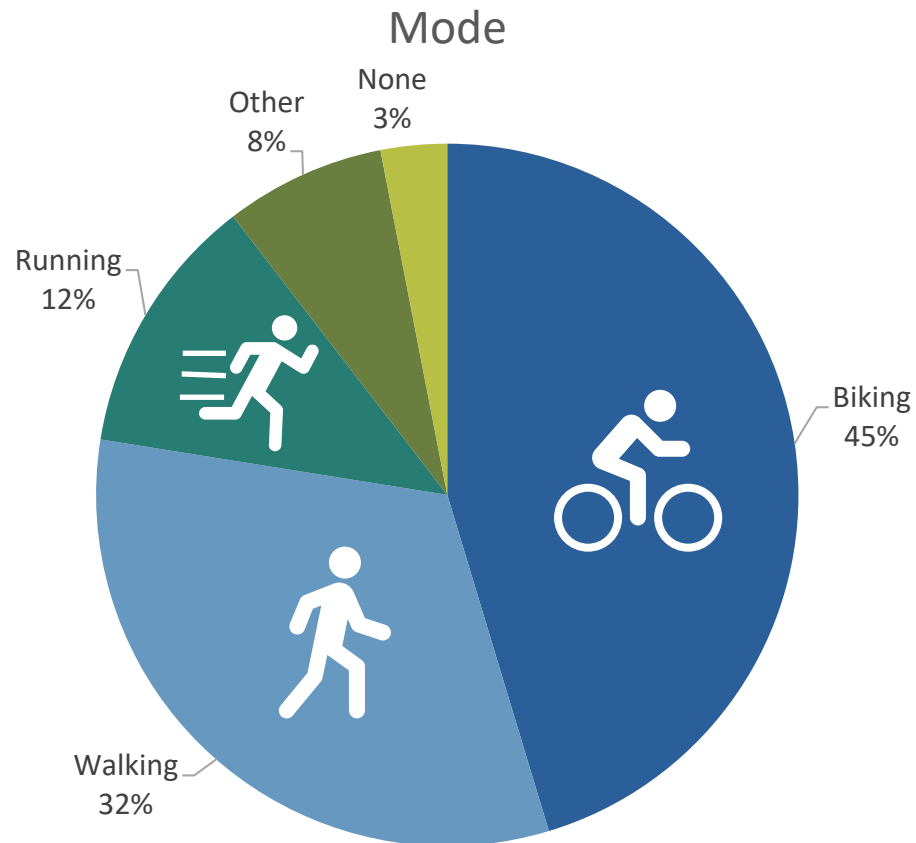
- Participant Zip Codes
 - 9% Outside of this area



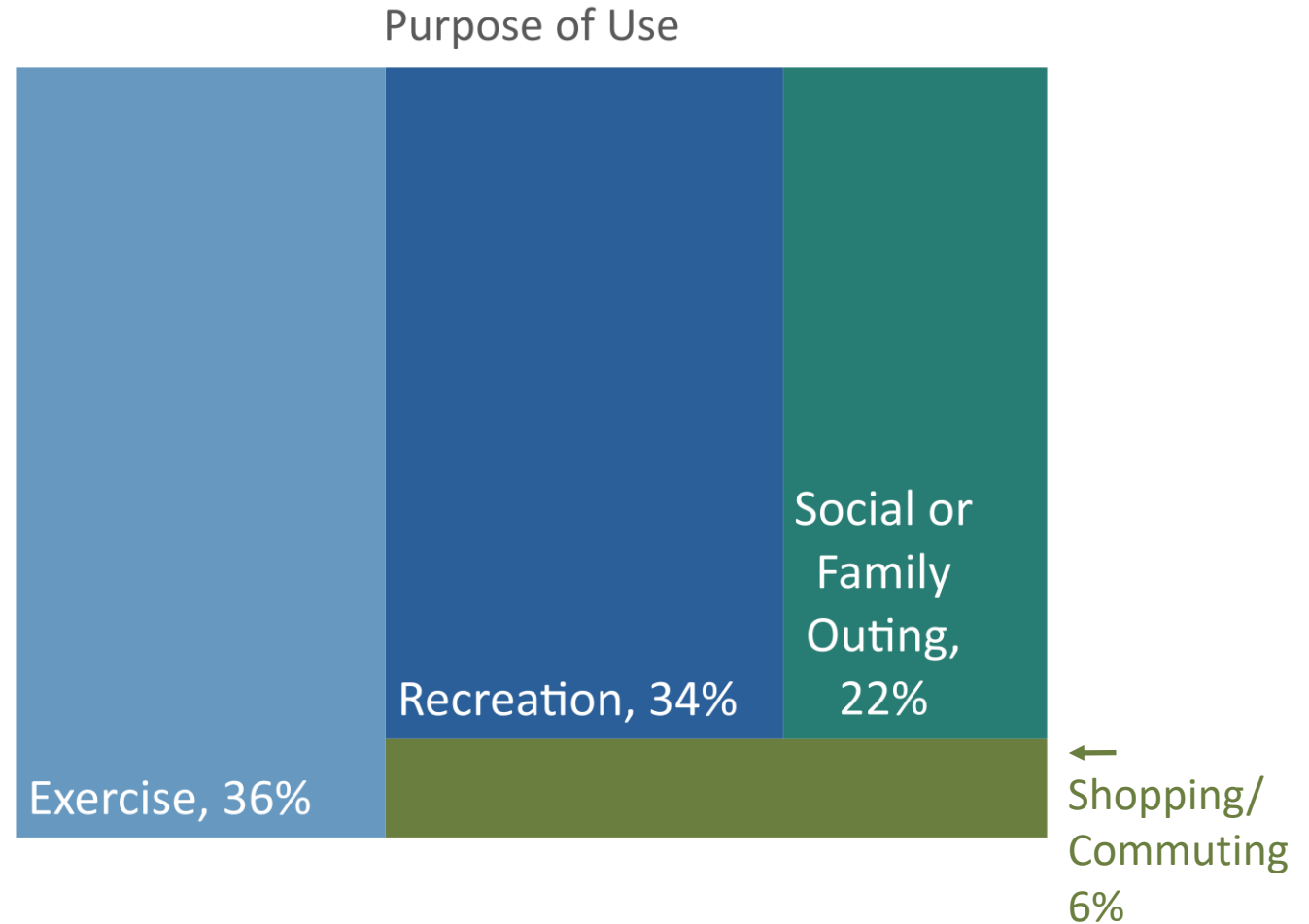
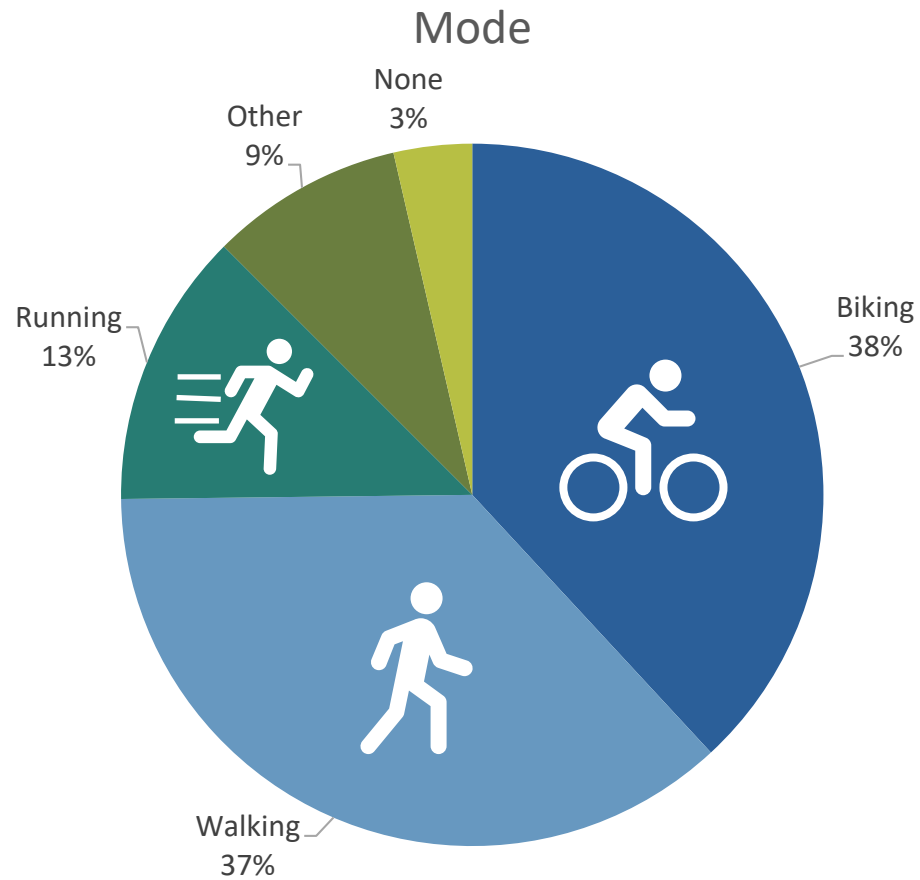
Most Important User Benefits



Primary Shared Use Path Modes and Use— All Participants



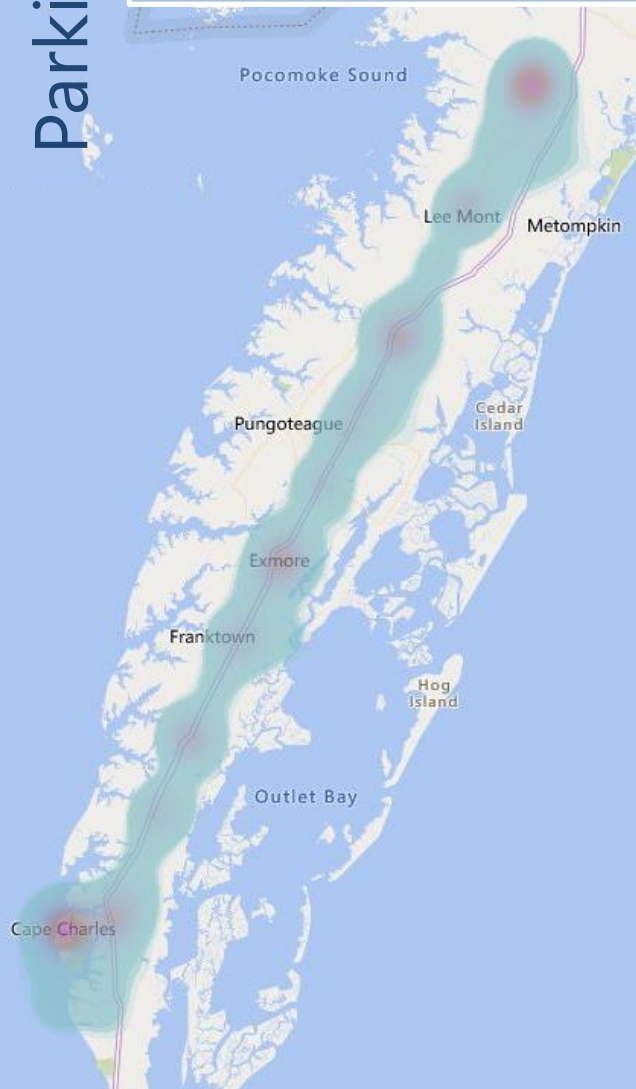
Primary Shared Use Path Modes and Use— Eastern Shore Residents Only



Marker Results

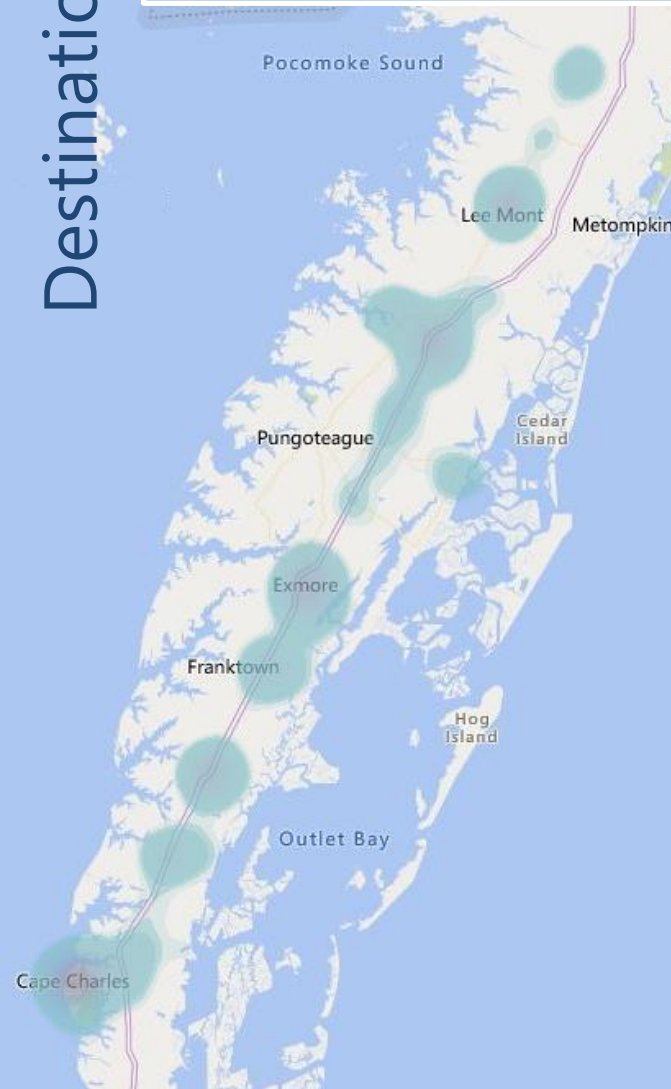
Parking

3,711 Markers



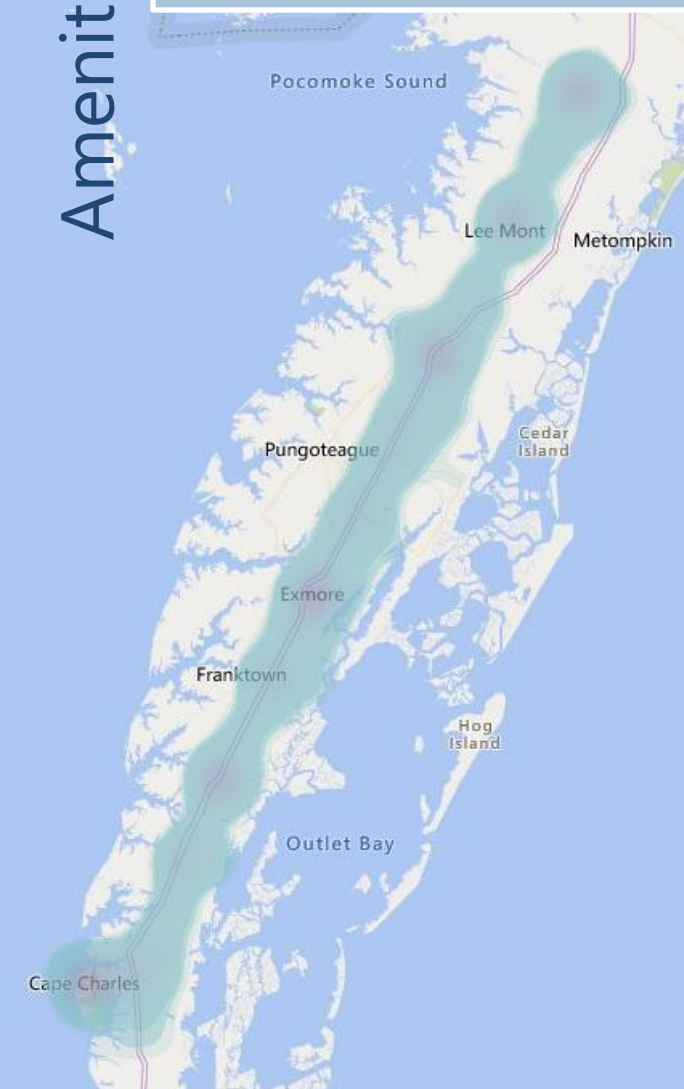
Destinations

1,735 Markers



Amenities

2,630 Markers



MetroQuest Comments—General Feedback

love cars safe path
towns Eastern provide
people old help rail trails
use rail line
idea live ride tax Shore VA
go along trail exercise
bike visit
area place great

MetroQuest Comments—General Feedback



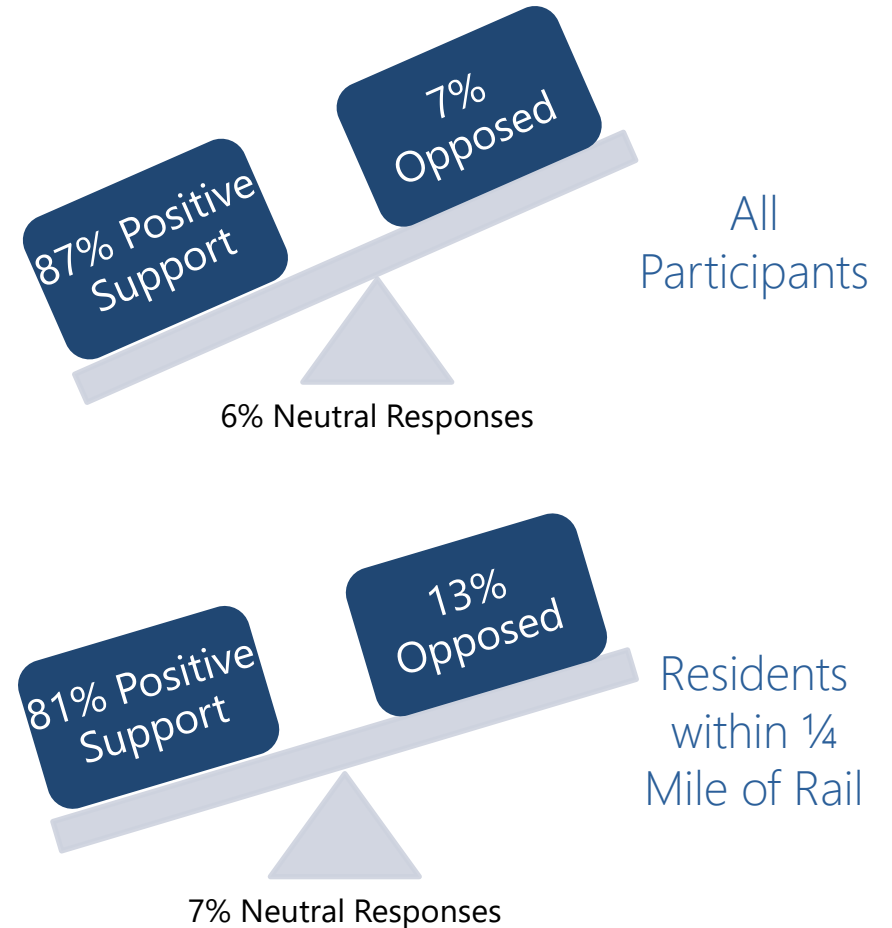
Positive Themes

- Build it now!
- No where safe to walk or bike now
- Great alternative to the beach
- This would help businesses



Negative Themes

- Waste of money
- Use ROW to improve Route 13
- Keep rails for train rides
- Farming Concerns
 - Trespassers, ability to move farm equipment, ability to apply pesticides





"Folks that presently park on RT 13 northbound **need access to their homestead** so these folks do not have to park on the highway"

"This could be a **game-changer for the economy** of Virginia's eastern shore."

"There are no sidewalks in my neighborhood but the railroad tracks go right past my back yard. This would give my community **a much needed safe place** to walk/jog and teach our children to ride their bikes"



I'm **physically disabled and use a wheelchair** for being outside and going a long distance. This trail would **allow me get exercise, take in some of the beautiful nature** on the Eastern Shore, and **meet up with friends and family** to socialize and exercise at the same time. I think it's a brilliant idea and would benefit Virginians."



Eastern Shore residents do not have access in our rural area to walk safely. Many rural roads here on the shore are very round topped and narrow. It is **unsafe to walk** without lighting, sidewalks and other amenities afforded nearby cities. Tractor trailers daily fly up and down back roads where we used to walk carrying chickens, farm equipment, and fuel. We **need healthier activities** here since many of our citizens overweight and unhealthy. Beach access is either Cape Charles or Assateague beaches and there is nothing in the middle. The **YMCA is very expensive** for most people. A great usage of the raid road in making it available to everyone to walk, ride a bike, or walk their dog would be a great addition to our rural towns. **It would be a healthy addition to our counties** for so many to start making a healthier lifestyle by adding exercise to their daily routine."



Running or biking on the local roads here is extremely dangerous. You literally put your life on the line. I moved to the ESVA from Northern Virginia where we had amazing bike and walking trails. I used the W&OD almost daily! **Outside of a school track or a treadmill, you don't have a safe option** for biking/running. This would be great for the shore! And if food and sightseeing options could be co-located, it would be **great for our community, small business and also tourism!!**"



My doctor has recommended that I walk or ride my bicycle on a regular basis for exercise. However, I live in Exmore on a busy street that doesn't have a sidewalk so **doing either activity is unsafe** for me unless I drive to a school and use their facilities to walk or drive to a park to ride my bicycle. I also **try to conserve fuel and ride my bicycle to the grocery store** when weather permits. Again this is unsafe as I have to ride on the shoulder of Route 13 because there are no bike or walking trails to the shopping center that I use. **A trail with off shoots to the shopping center would be safer than riding on Route 13."**

Eastern Shore Rail to Trail Feasibility Study – Frequently Asked Questions

1. Who is responsible for the current trail planning study?
 - The Virginia Department of Transportation is funding and leading the current study and is working in partnership with various stakeholders including Canonie Atlantic Company, the Virginia Department of Conservation, the Dahlgren Railroad Heritage Trail Alliance, the Accomack-Northampton Planning District Commission, and other local, regional, and state agencies.
2. Who will pay for construction of the trail? And who will own and maintain it?
 - Any construction of a trail will likely be designed and constructed in phases, using a variety of funding sources. It is possible that federal and state funding from sources like the Transportation Alternative Program, SMART SCALE and Recreational Access program could be used. The study will address options for trail maintenance and ownership, such as state agencies, not-for-profit organizations, and/or local government agencies.
3. Will the study include recommendations for connections off of the main line trail, including connections to Eastern Shore destinations and extensions to Hampton Roads and Maryland?
 - The study will include suggestions for spur connections to Eastern Shore destinations and will reference the prior plans for linking to the Southern Tip Trail and Kiptopeke State Park. Extensions to Hampton Roads and Maryland are outside the scope of the study, but those suggestions will be documented as part of the public input record.
4. Will the study include trailheads and amenities such as wayfinding signage, parking, restrooms, bicycle parking, and picnic tables?
 - Yes. The study will recommend priority locations and types of improvements for trailheads and other support facilities along the trail.
5. How will safety be addressed, including safety at roadway crossings as well as personal safety and issues such as trespassing?
 - The study will include specific recommendations for roadway crossings. Potential patrolling and police enforcement on the trail will depend on eventual trail management and ownership.
6. What is the timeframe for construction of the trail?
 - There is no definite timeline for construction. This will largely be determined by local, state, and/or regional champions and potential trail managers. Available funding will also be a factor. There are currently three active applications for SMART SCALE funding for trail sections at Cape Charles, Onley, and Accomack – if awarded SMART SCALE funding full design work could start in August 2025.

7. Why are SMART SCALE projects being pursued before the study is finished?

- Working with local stakeholders, the study team identified several sections to advance for potential funding during the current round of SMART SCALE reviews. These decisions were based in part on trail sections that are likely to experience high demand, and also where local stakeholders were able to commit to maintenance of the trail. Also, it is important to point out that actual funding through the current round of SMART SCALE would not be available until August 2025 at the earliest.

8. Will the study consider equestrian use?

- Yes. The study is considering needs for equestrian use, including potential separation of cyclists and equestrians as well as appropriate surface materials and horse trailer parking.

9. What are the existing conditions along the rail line?

- The right-of-way initially contained two parallel rail lines, one of which has been completely removed. The remaining rail line is intact, including ballast, ties, and rails. In general, the right-of-way remains clear, although there is some overhanging vegetation in some sections. Drainage patterns follow existing ditches and swales. These conditions will allow removal of the remaining ties and rails and establishment of a trail with limited clearing and grading.

10. Is the trail project compatible with future utilities?

- Yes. The rail right-of-way can accommodate the trail along with potential future utilities such as sewer lines. Co-locating trails and linear utility corridors has proven successful in many locations, including a portion of the Virginia Capital Trail in Richmond.

11. Can rail service be resumed on the line?

- The current tracks cannot move any rail traffic without significant investment. This corridor is currently under consideration for railbanking which is a voluntary agreement between a railroad company and a trail entity to use an out of service corridor as a trail until a railroad may need the corridor again for rail service. If this corridor is successfully rail banked the abandoning railroad has the right to re-establish rail service.
- Background on [Railbanking](https://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/railbanking/#:~:text=Railbanking%2C%20established%20in%201983%20as,corridor%20again%20for%20rail%20service). <https://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/railbanking/#:~:text=Railbanking%2C%20established%20in%201983%20as,corridor%20again%20for%20rail%20service>.

12. What is the status of this trail approval and/or funding with the Surface Transportation Board (STB)?

- Cassatt Management, LLC on behalf of Bay Coast Railroad, Eastern Shore Railroad Inc, and Canonie Atlantic Co filed for abandonment of 49.1 miles of the Eastern Shore Railroad between Hallwood and Cape Charles on July 15, 2019. Dahlgren Railroad Heritage Trail Association and the Virginia Bicycling Federation filed a Notice of Interim Trail Use in response to this abandonment. No other applications were accepted by the Surface Transportation Board. On June 19, 2020 the Surface Transportation Board

extended the negotiating period between Canonic Atlantic Co and Dahlgren Railroad Heritage Association to July 6, 2021.



Appendix B

5% Concept Alignment and Constraints



Eastern Shore Rail to Trail Study – Concept Alignment Notes

Based on Field Visit Performed May 2020



Attraction Locations

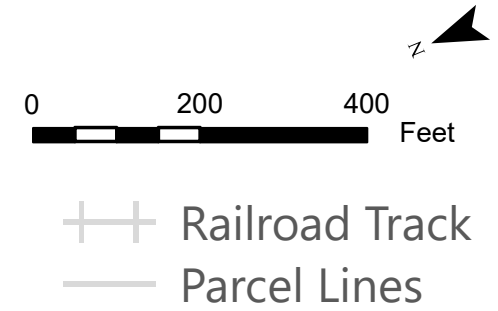
- A Possible Trailhead
- Possible Attraction

Design Constraints

- C Steep Slope / Ditch
- D Drainage Area / Wetlands
- E Drainage Under Track
- F Trees Very Close to Rail

Existing Features

- G Road Crossing
- H Private Driveway
- I Existing Traffic Signal
- J Existing Vegetation Buffer
- K No Buffer Provided
- Rail Spur
- M Overhead Utilities



Attraction Locations

- A Possible Trailhead
- Possible Attraction

Design Constraints

- C Steep Slope / Ditch
- D Drainage Area / Wetlands
- E Drainage Under Track
- F Trees Very Close to Rail

Existing Features

- G Road Crossing
- H Private Driveway
- I Existing Traffic Signal
- J Existing Vegetation Buffer
- K No Buffer Provided
- Rail Spur
- M Overhead Utilities



Attraction Locations

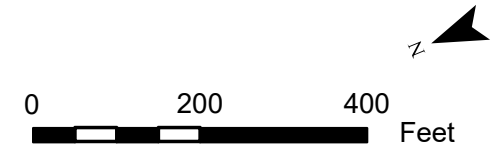
- A Possible Trailhead
- Possible Attraction

Design Constraints

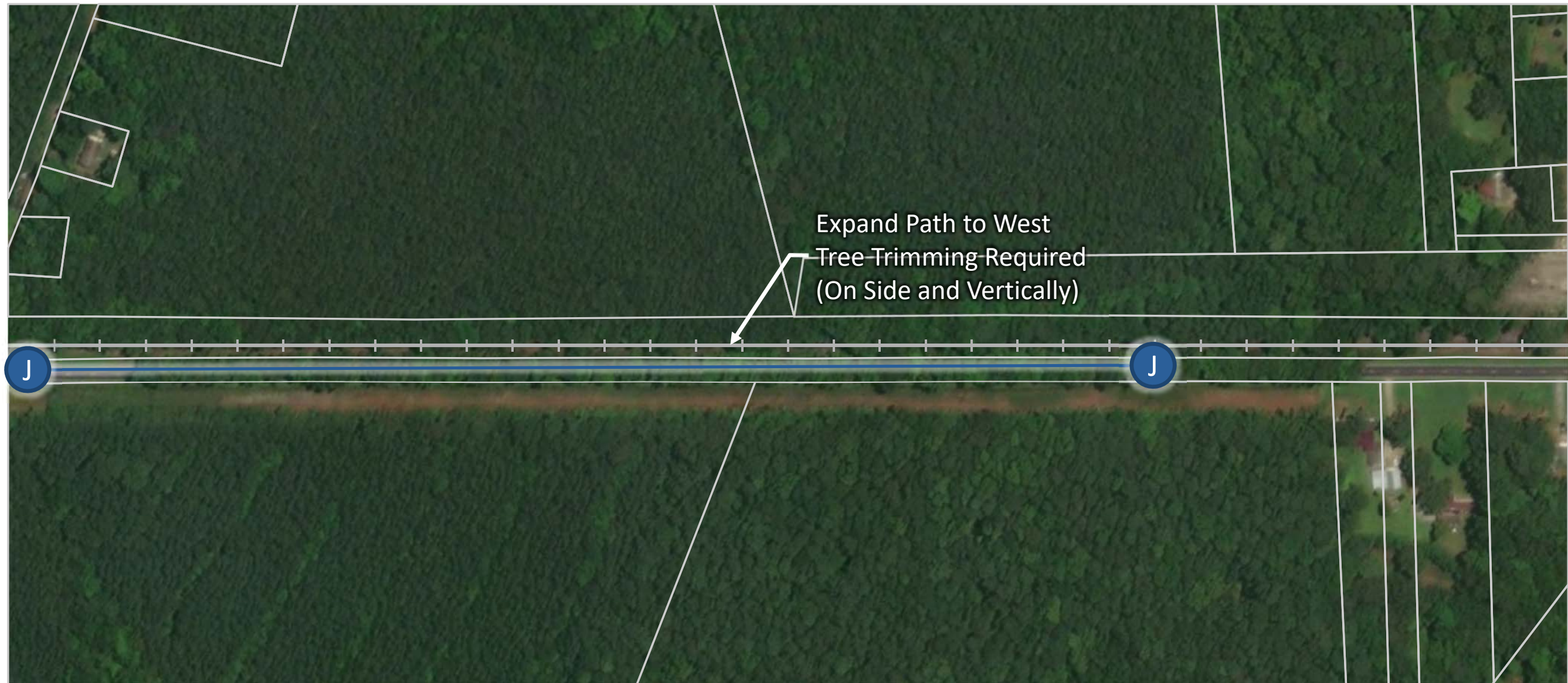
- C Steep Slope / Ditch
- D Drainage Area / Wetlands
- E Drainage Under Track
- F Trees Very Close to Rail

Existing Features

- G Road Crossing
- H Private Driveway
- I Existing Traffic Signal
- J Existing Vegetation Buffer
- K No Buffer Provided
- Rail Spur
- M Overhead Utilities



Railroad Track
 Parcel Lines



Attraction Locations

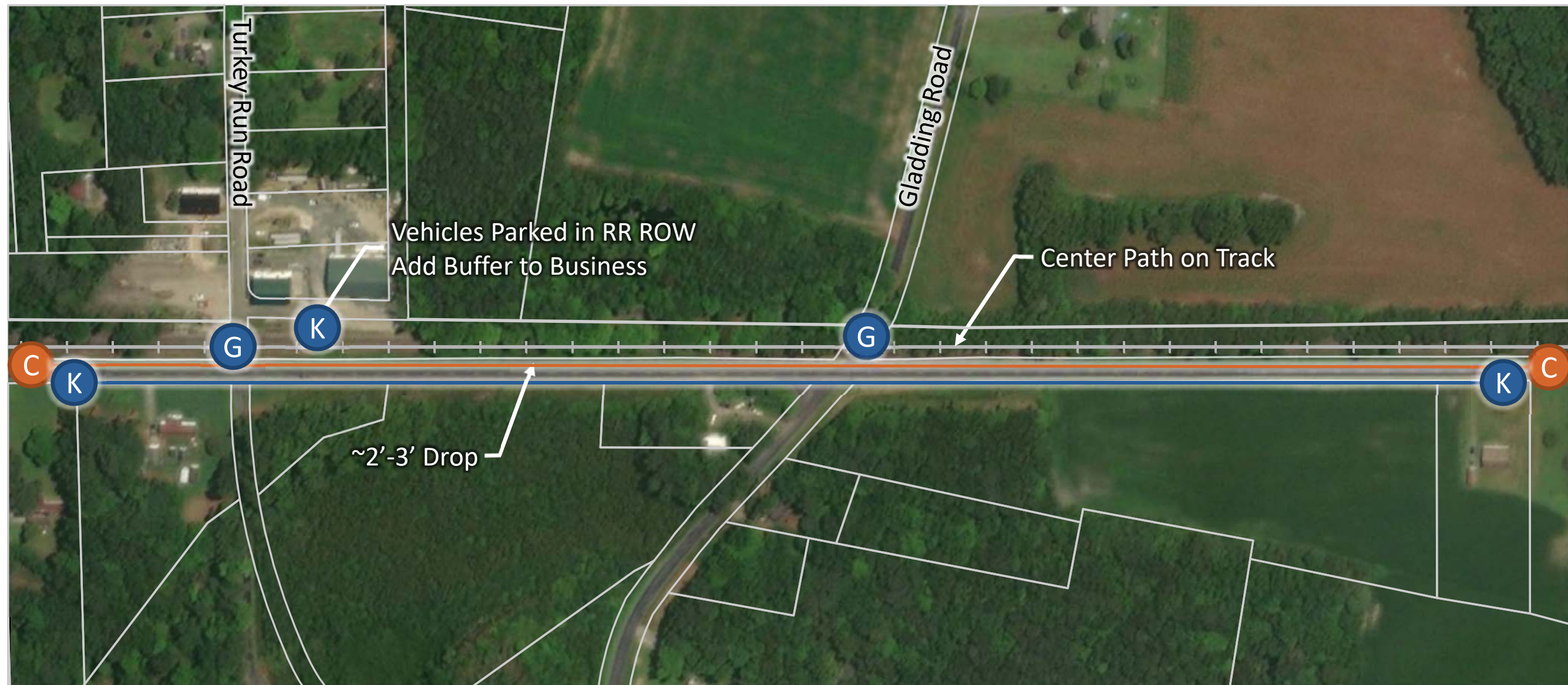
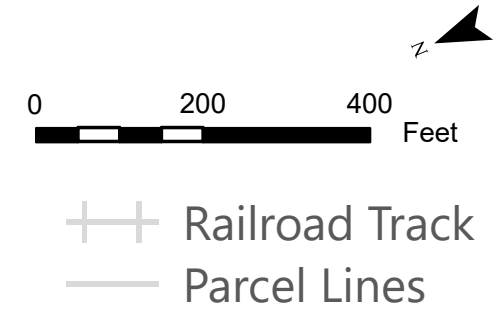
- A Possible Trailhead
- Possible Attraction

Design Constraints

- C Steep Slope / Ditch
- D Drainage Area / Wetlands
- E Drainage Under Track
- F Trees Very Close to Rail

Existing Features

- G Road Crossing
- H Private Driveway
- I Existing Traffic Signal
- J Existing Vegetation Buffer
- K No Buffer Provided
- Rail Spur
- M Overhead Utilities



Attraction Locations

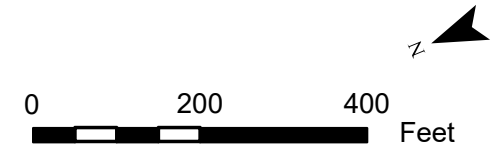
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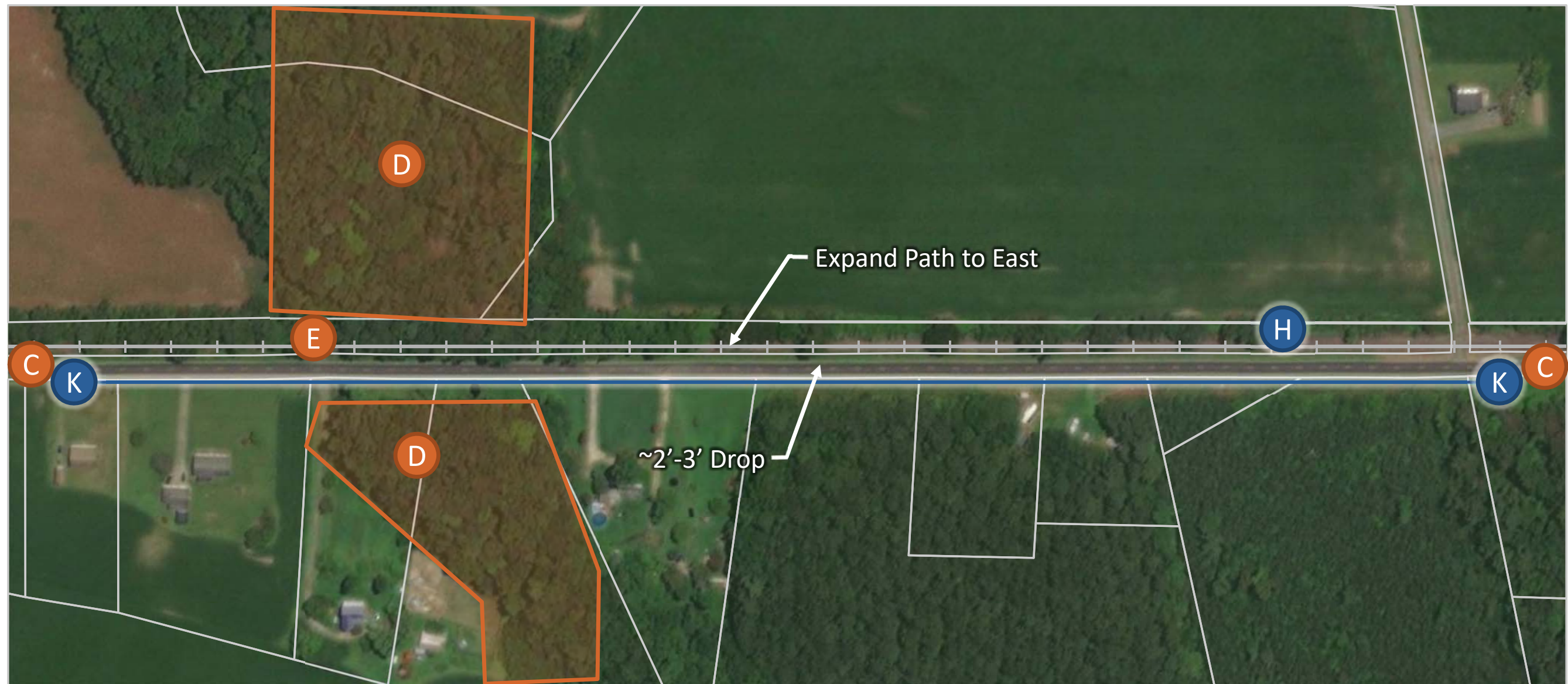
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Railroad Track
 Parcel Lines



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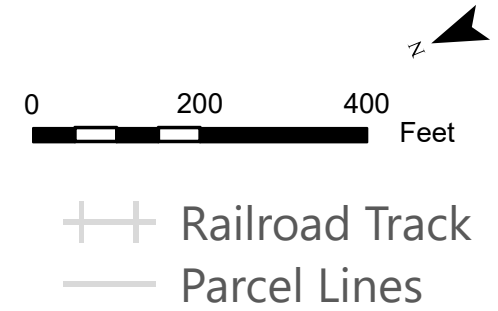
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⊕ Railroad Track
— Parcel Lines



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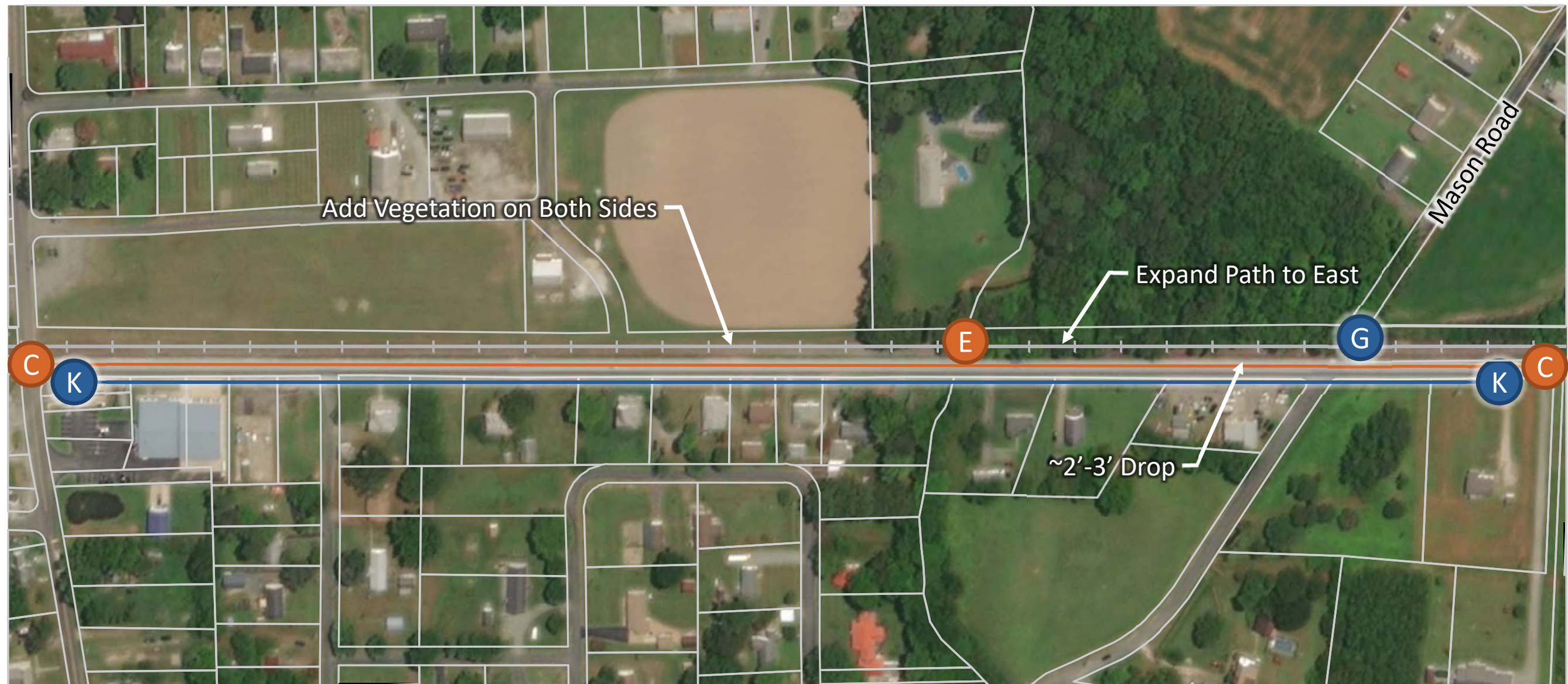
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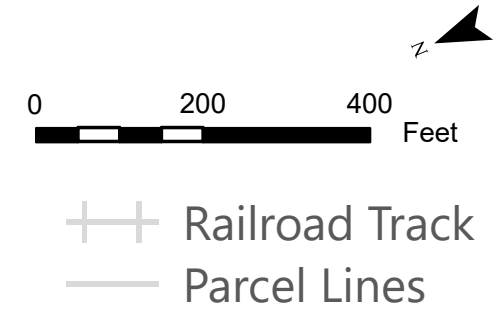
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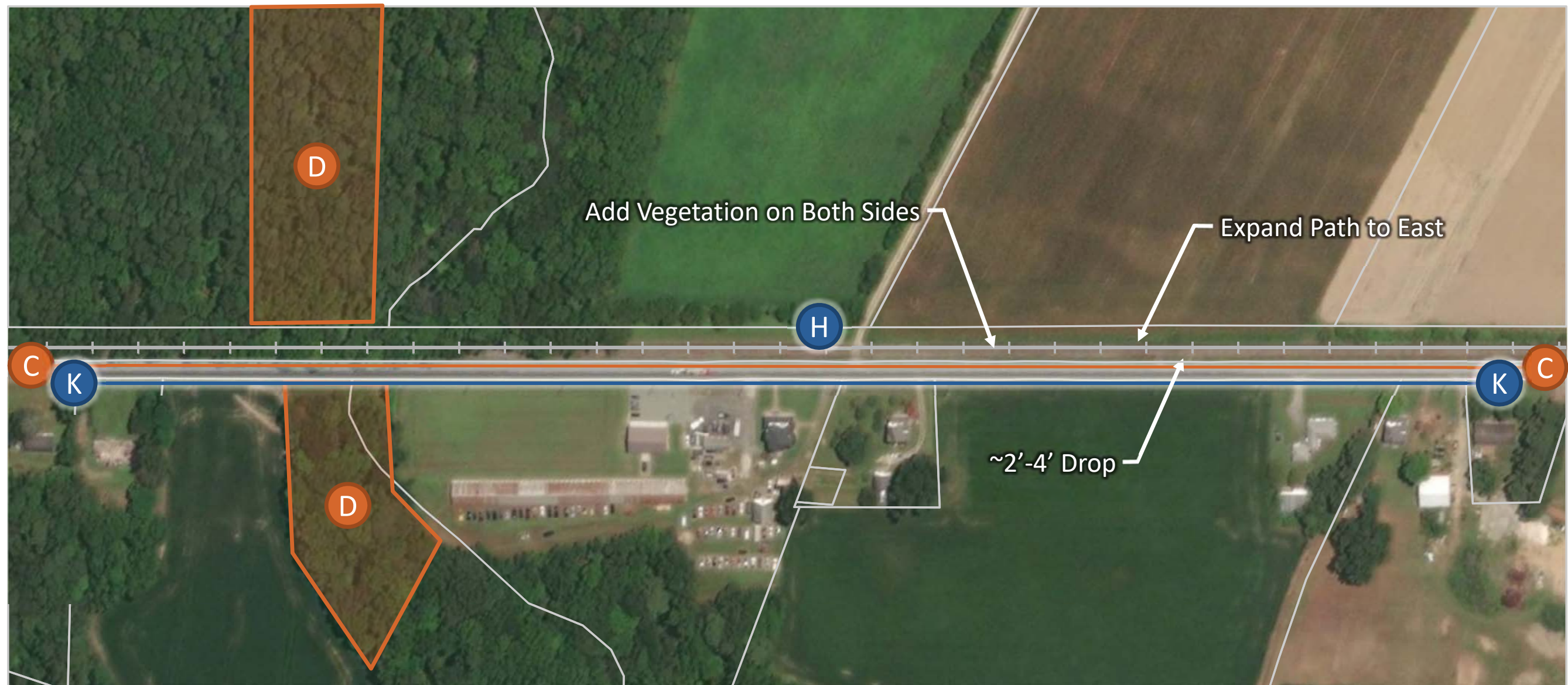
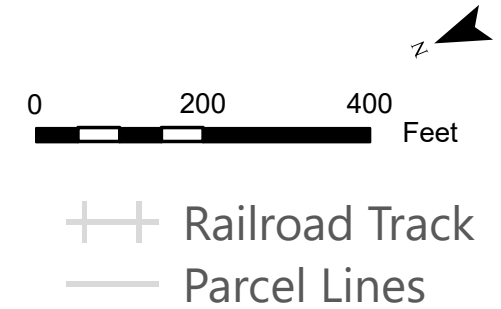
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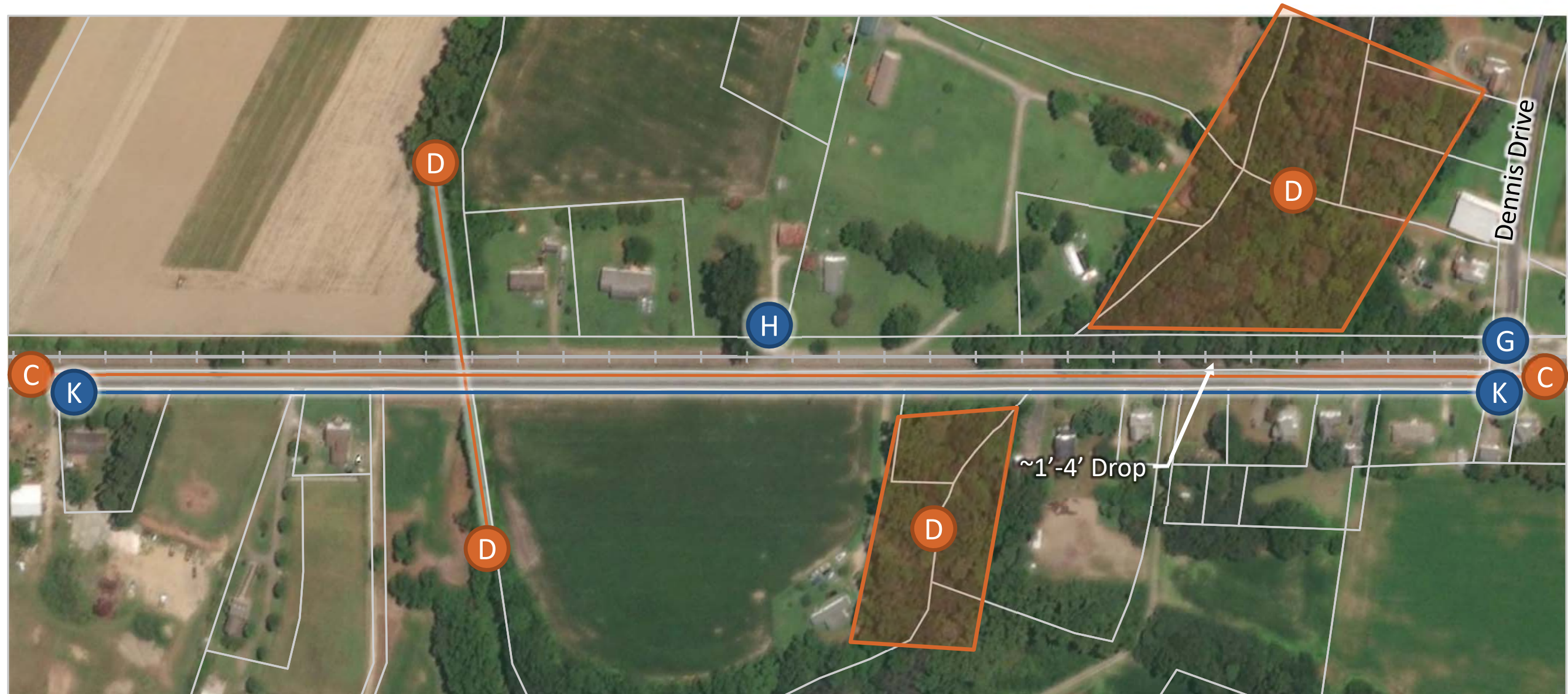
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⊕ Railroad Track
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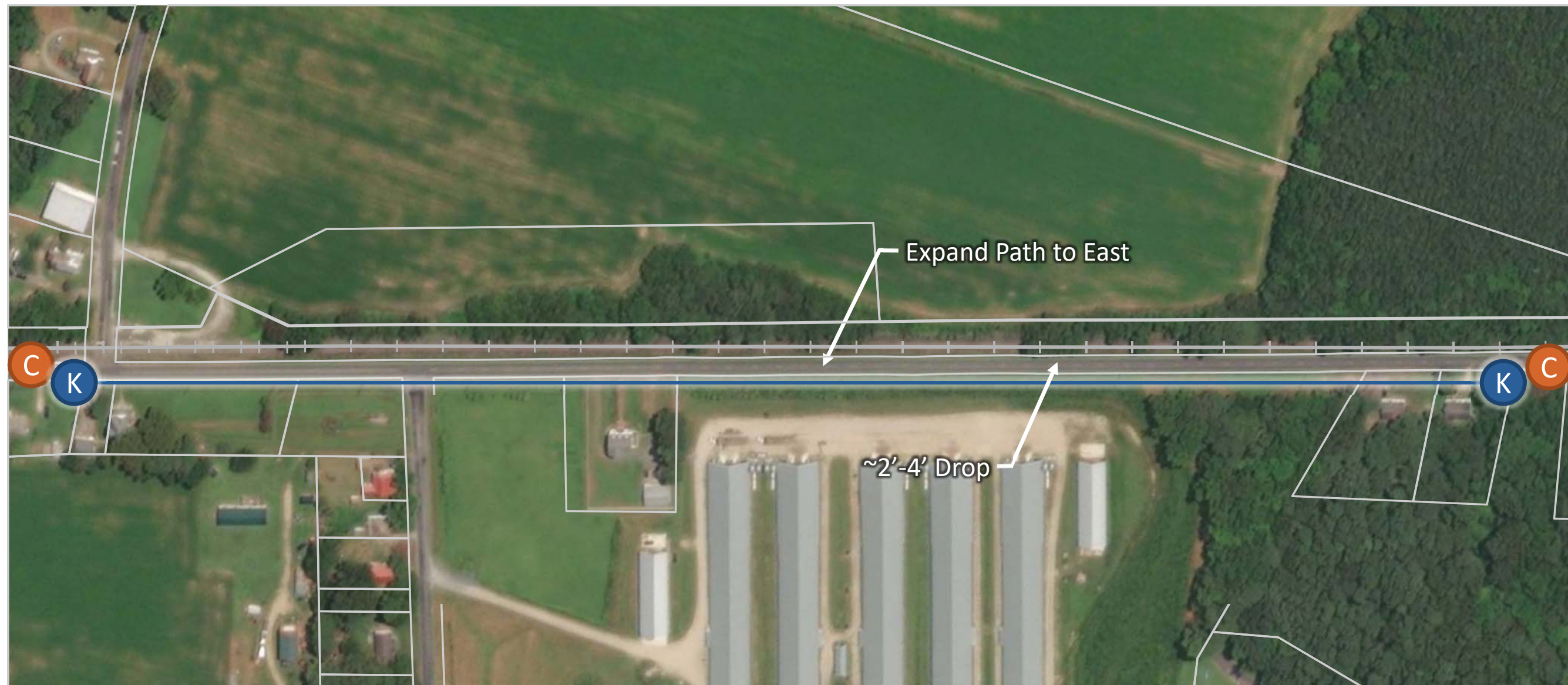
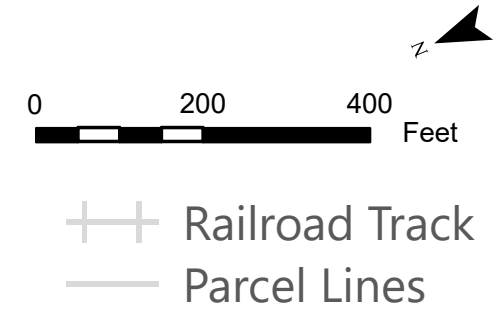
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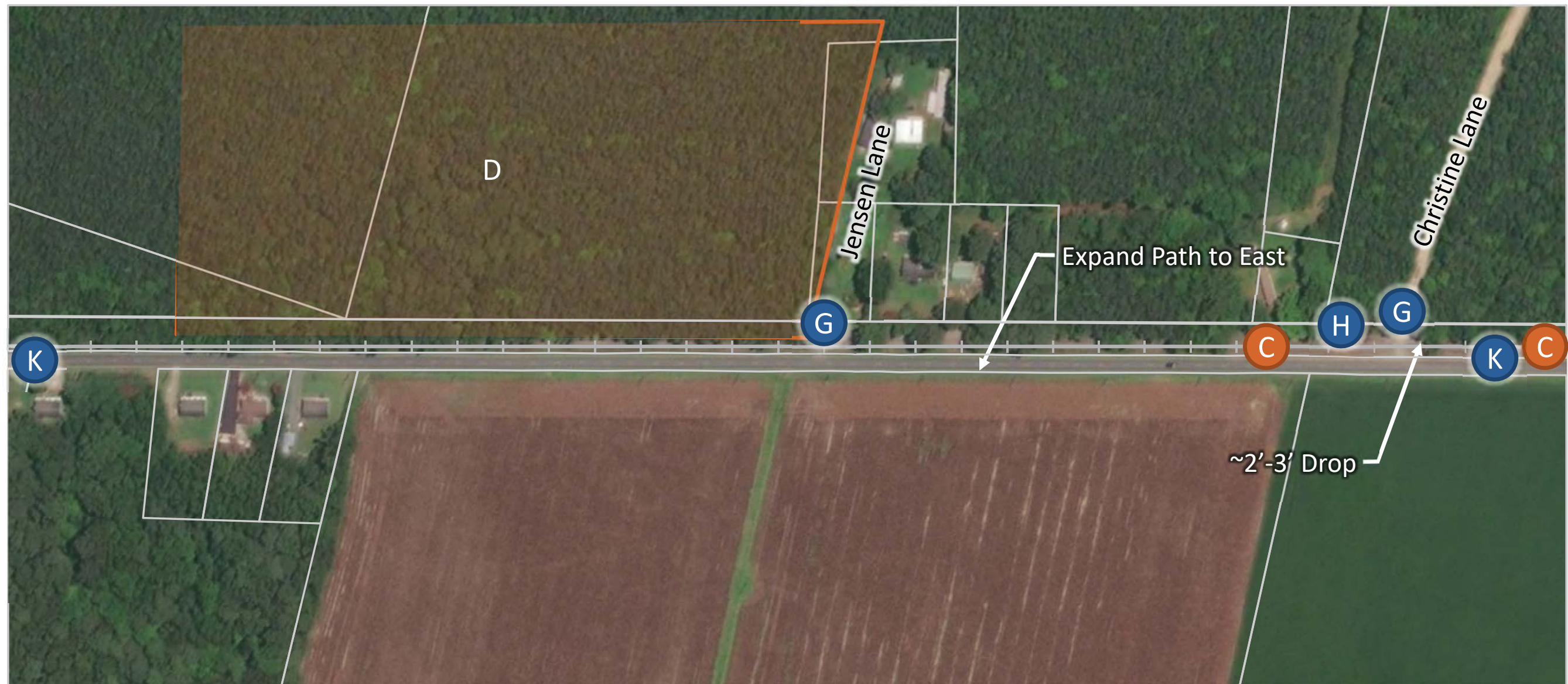
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++ Railroad Track

Parcel Lines



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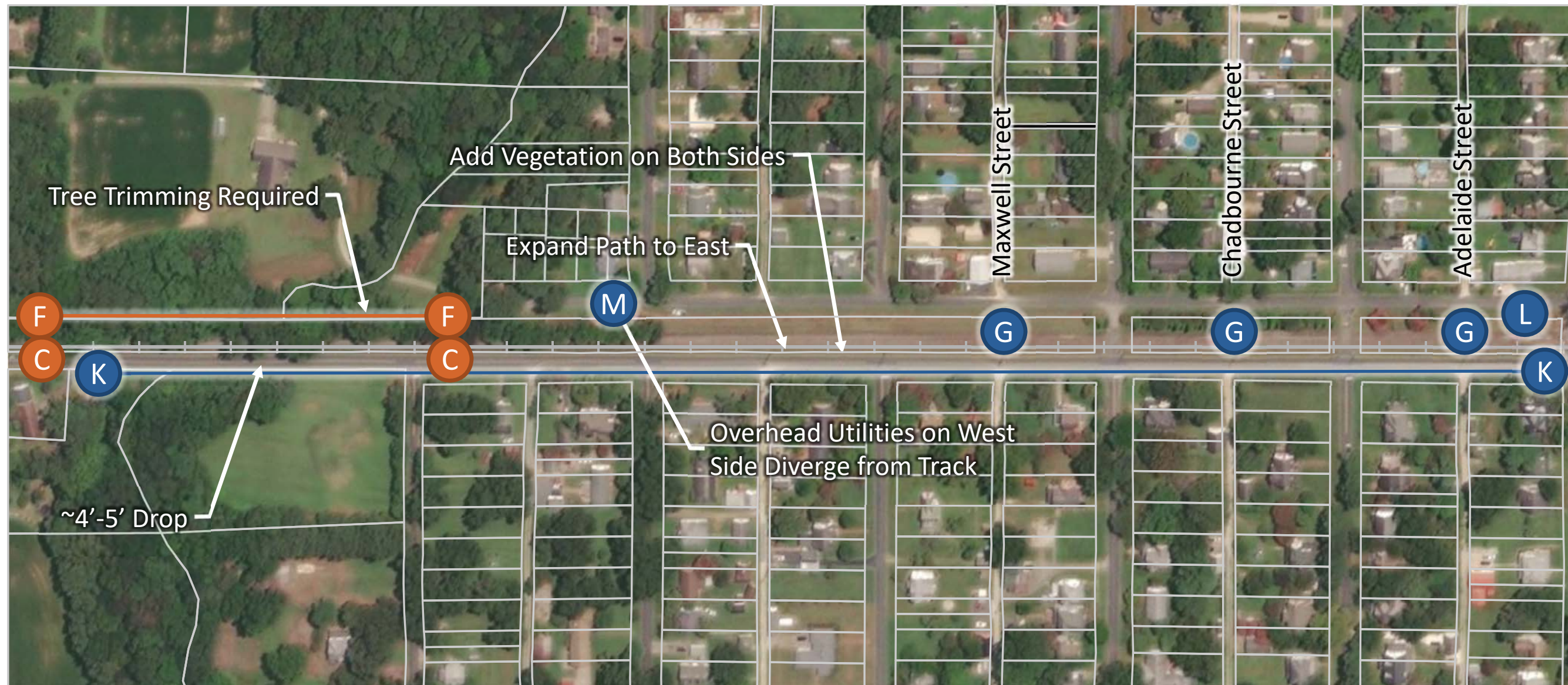
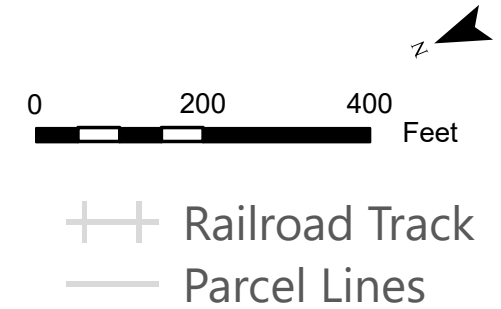
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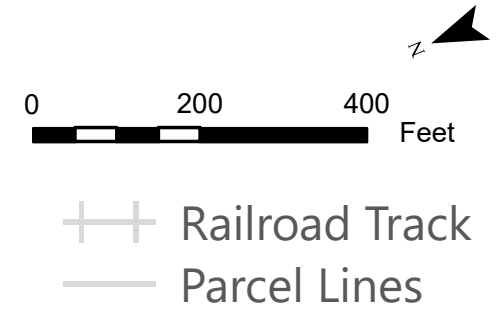
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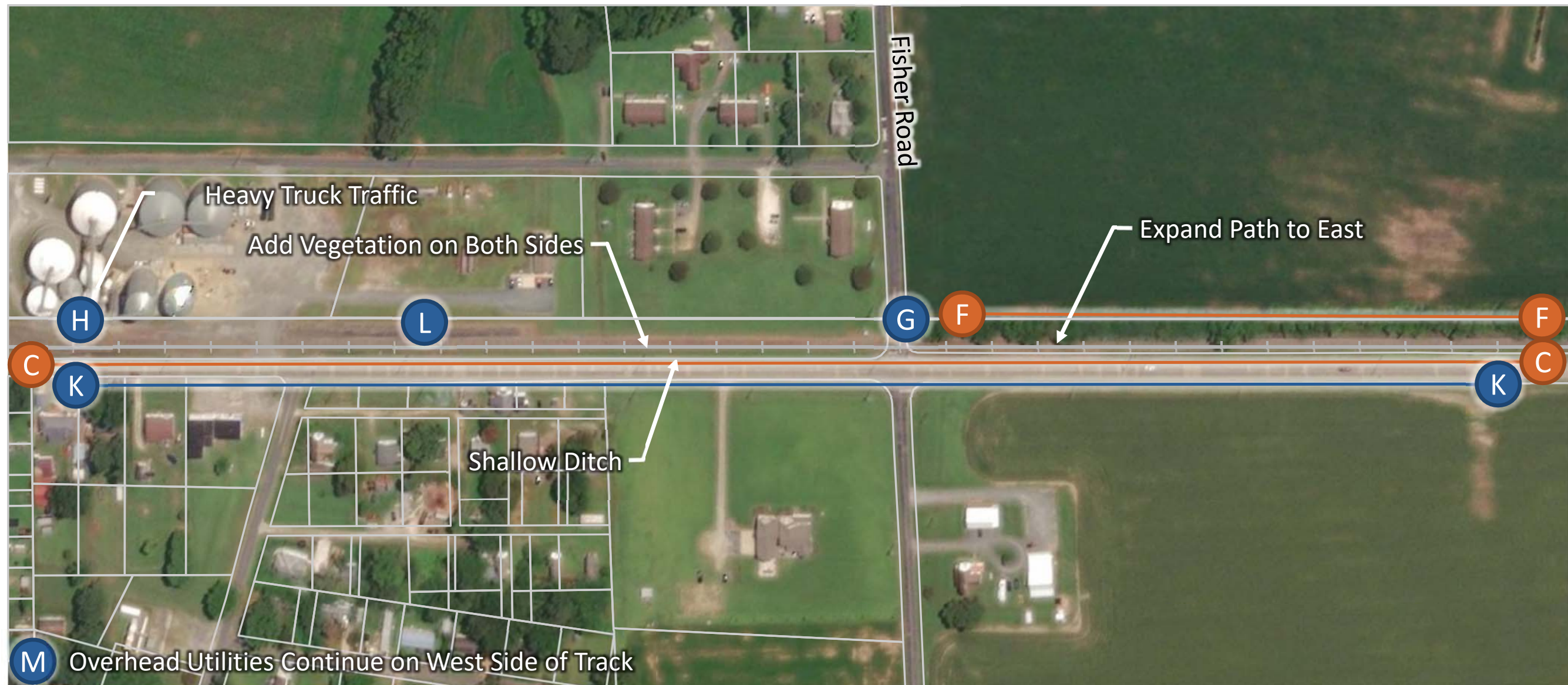
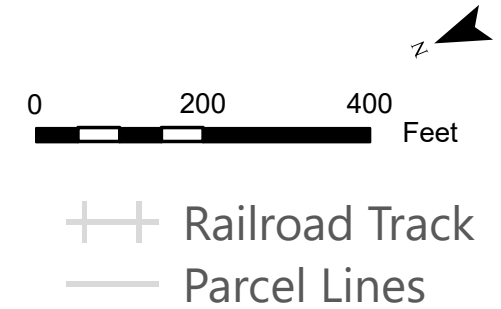
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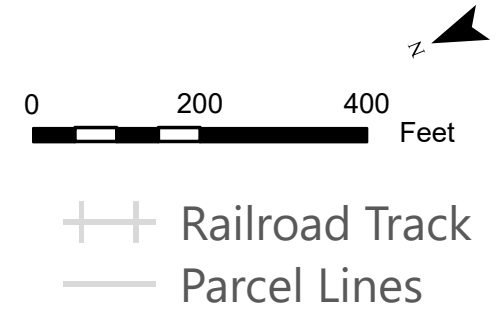
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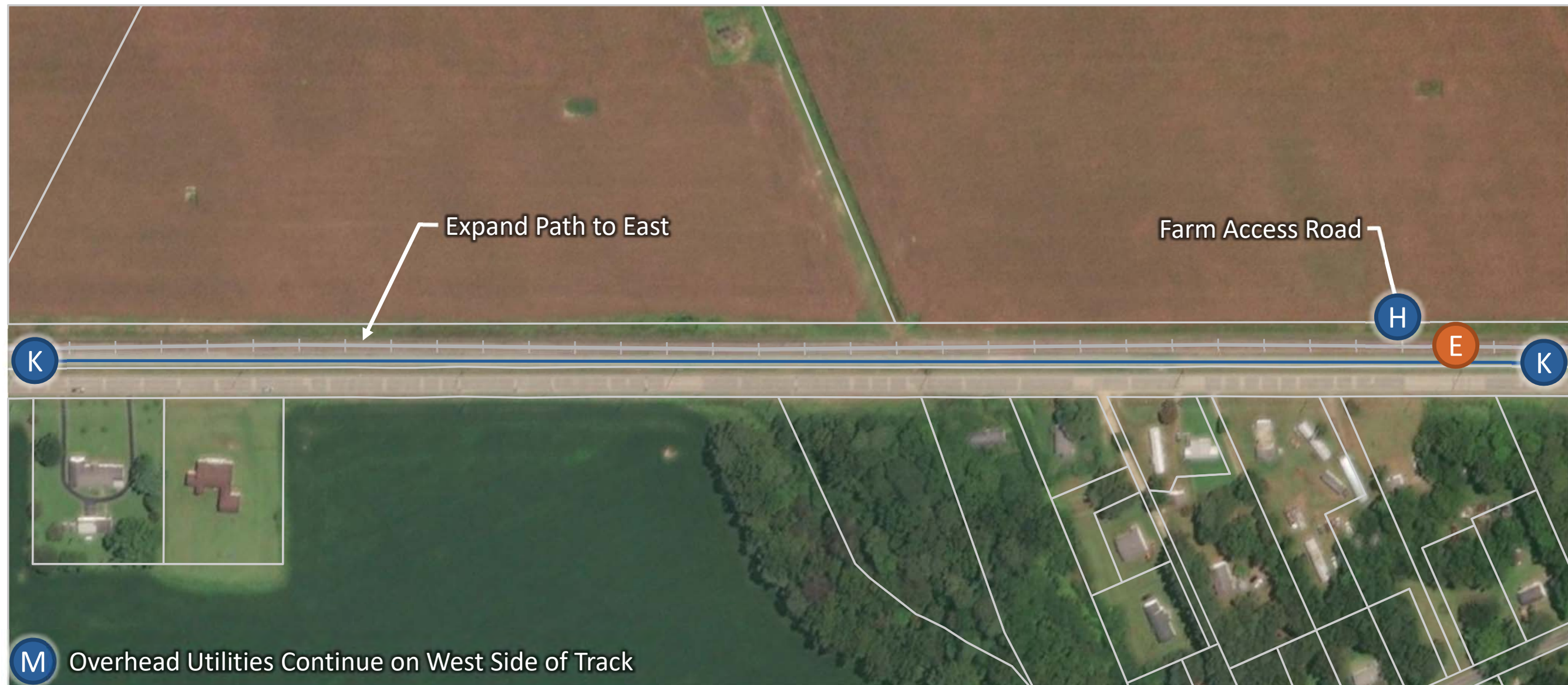
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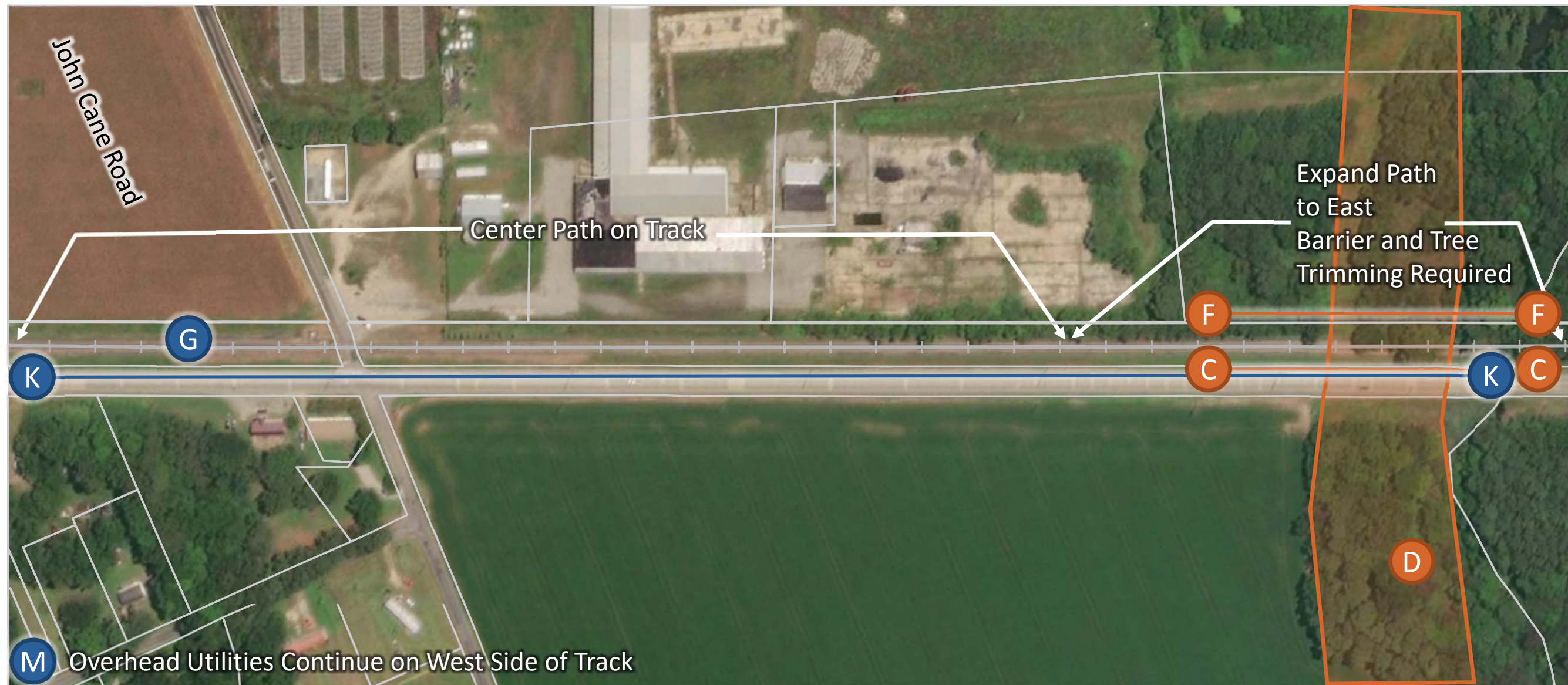
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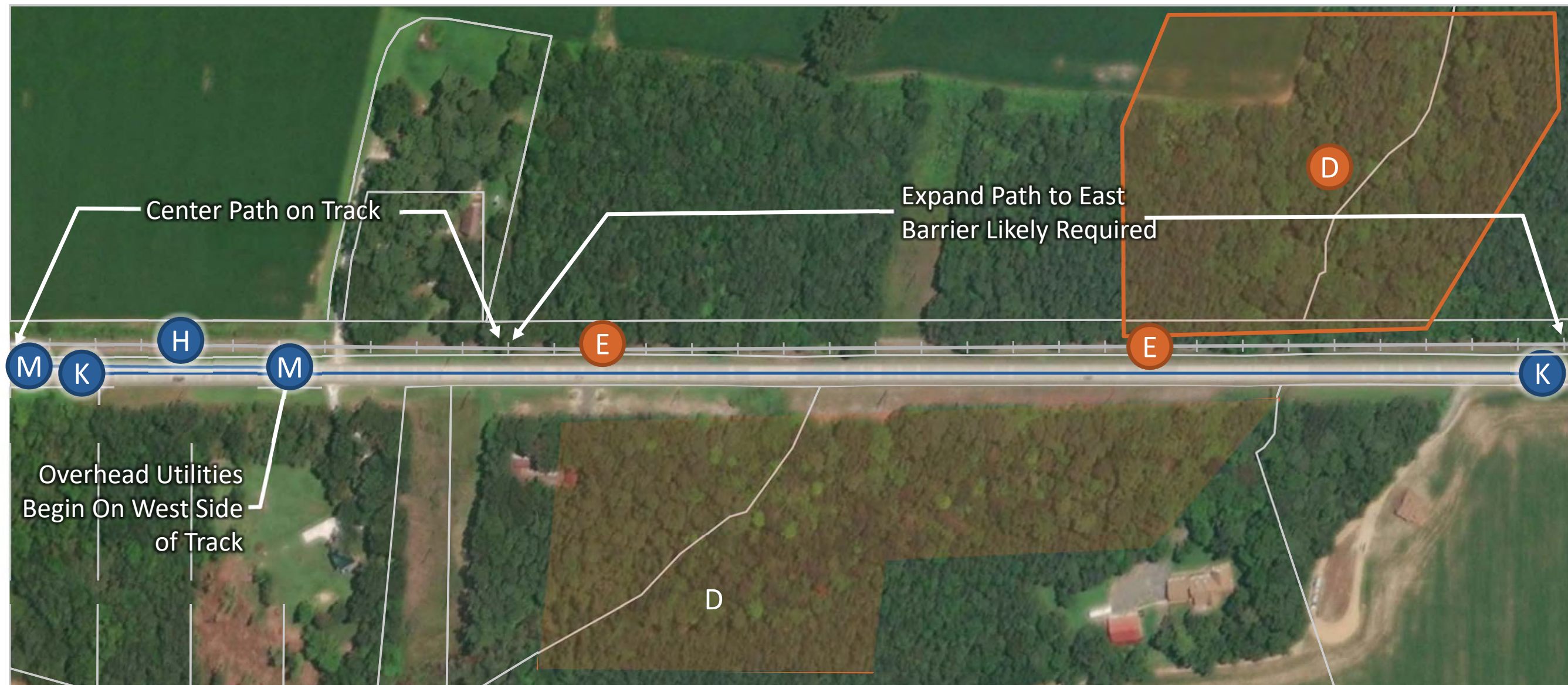
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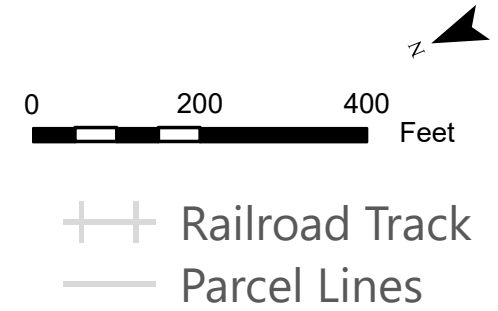
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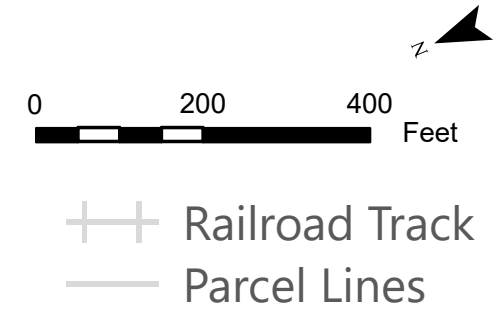
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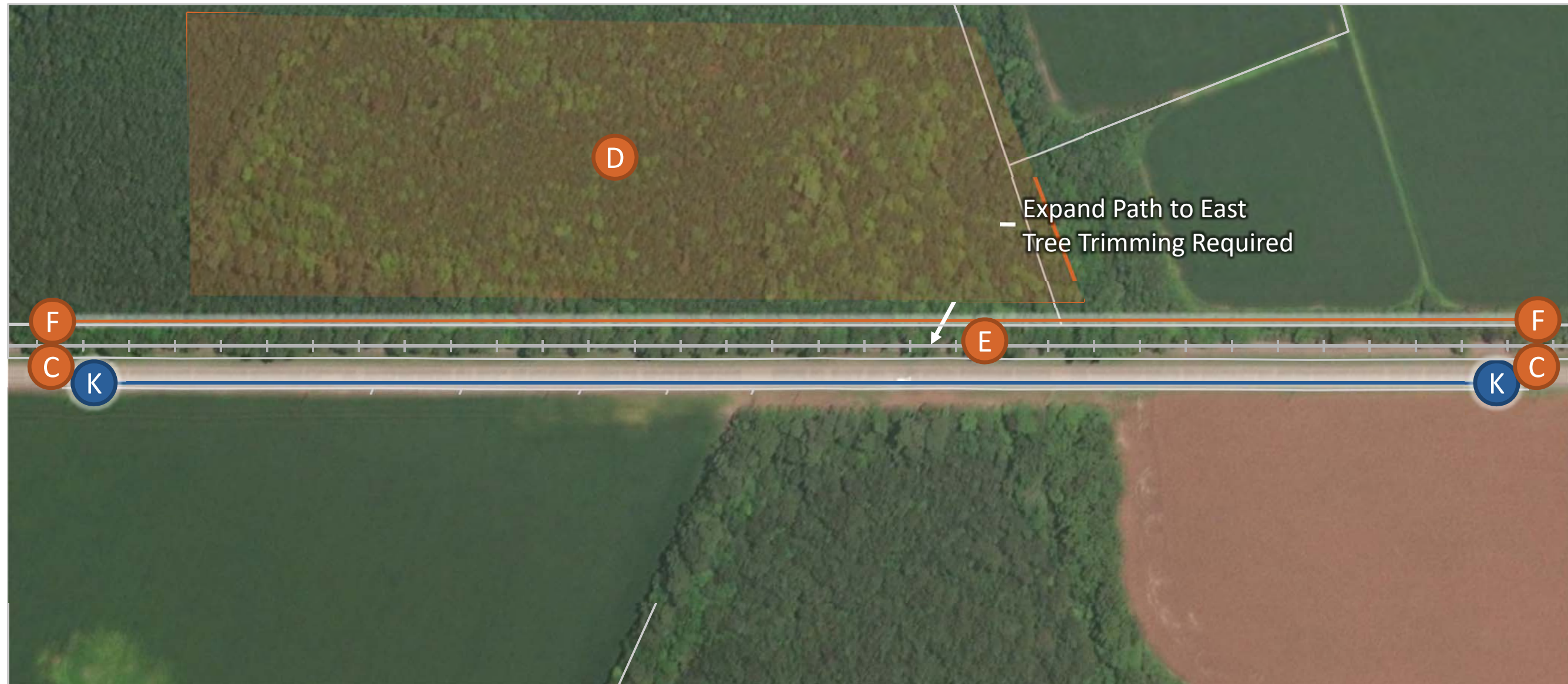
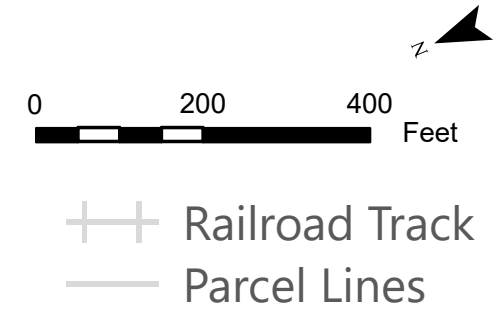
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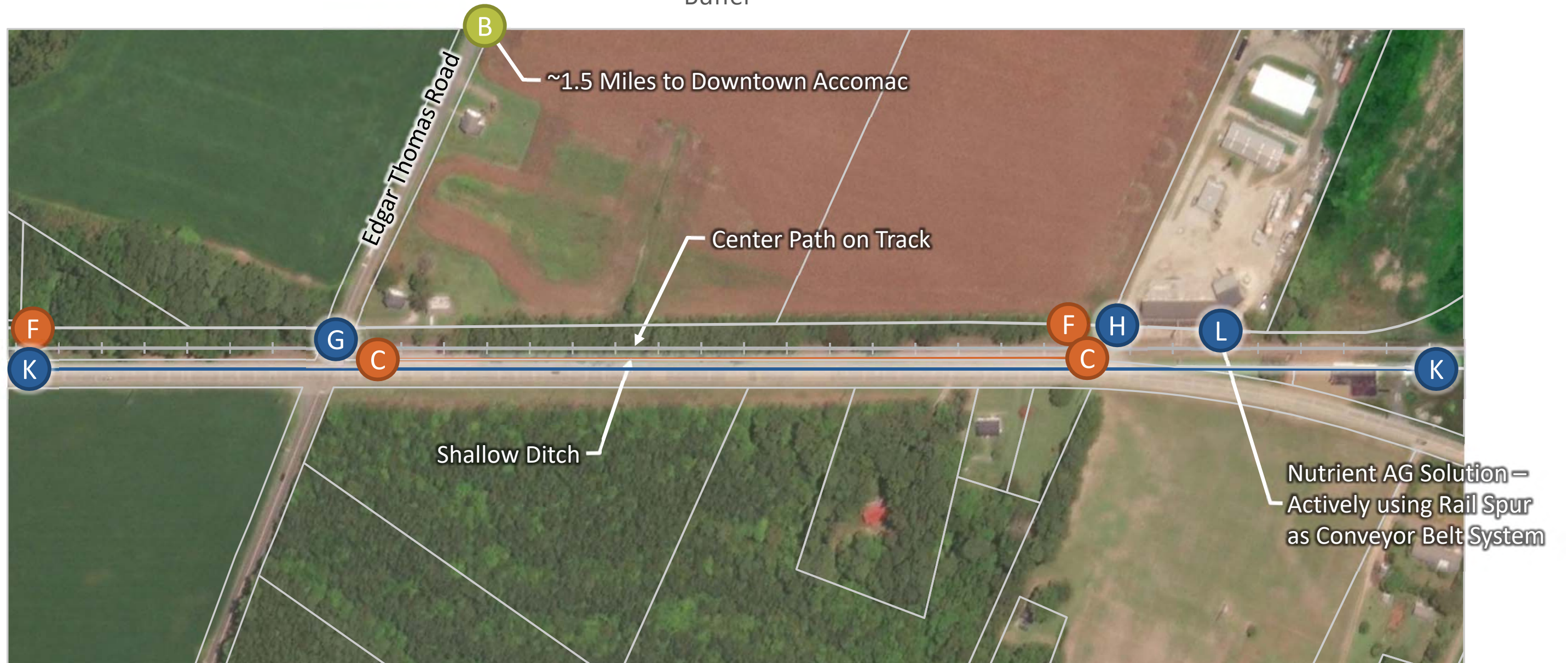
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⊕ Railroad Track
— Parcel Lines



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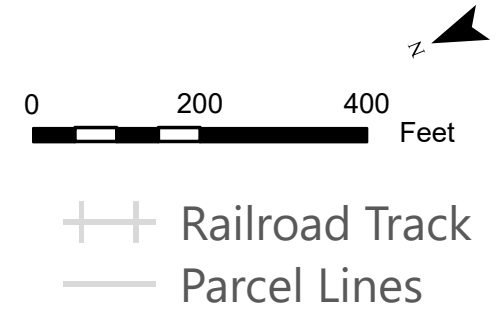
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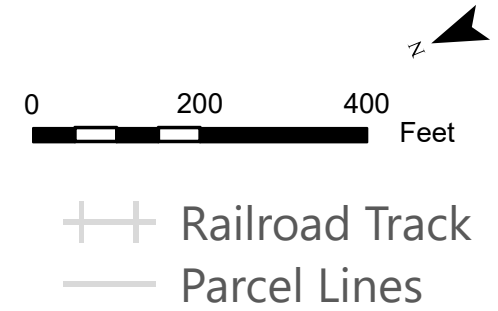
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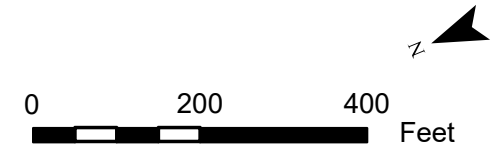
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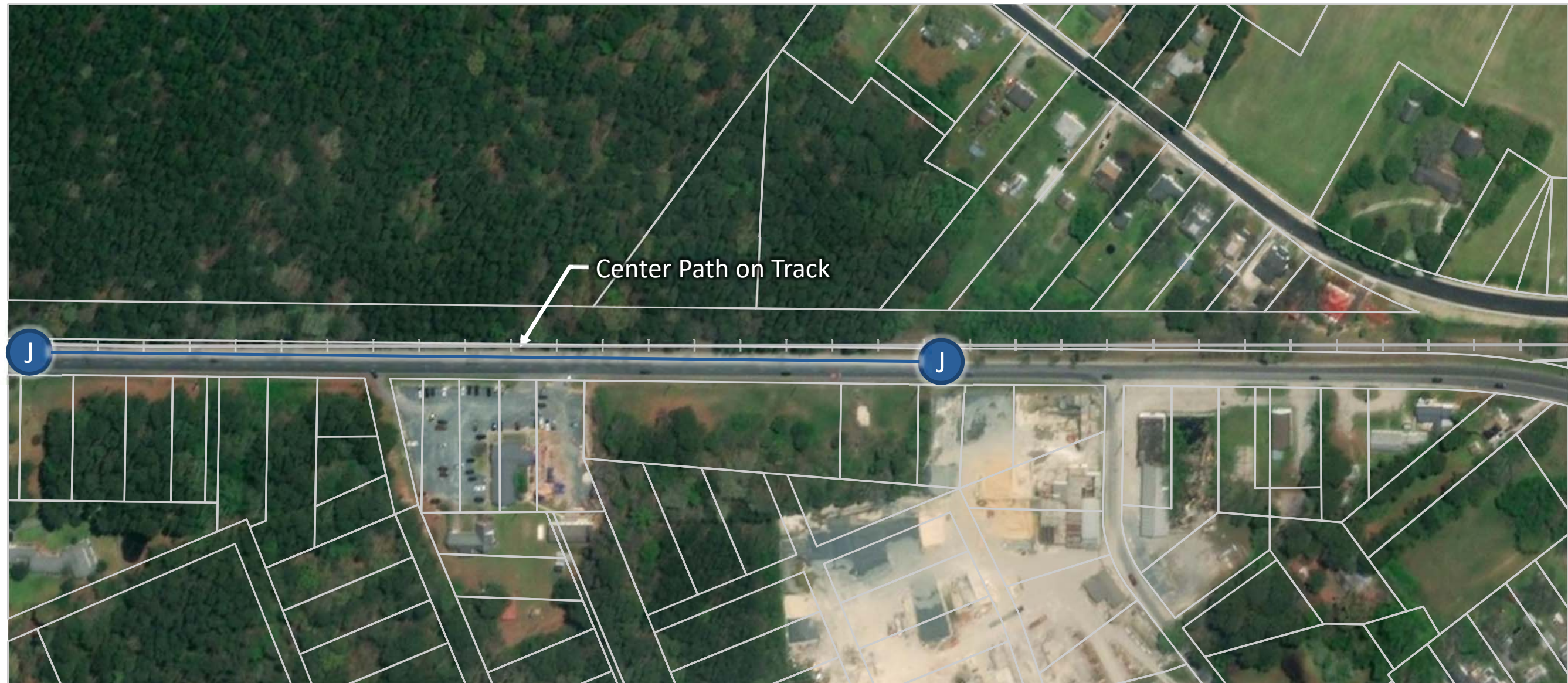
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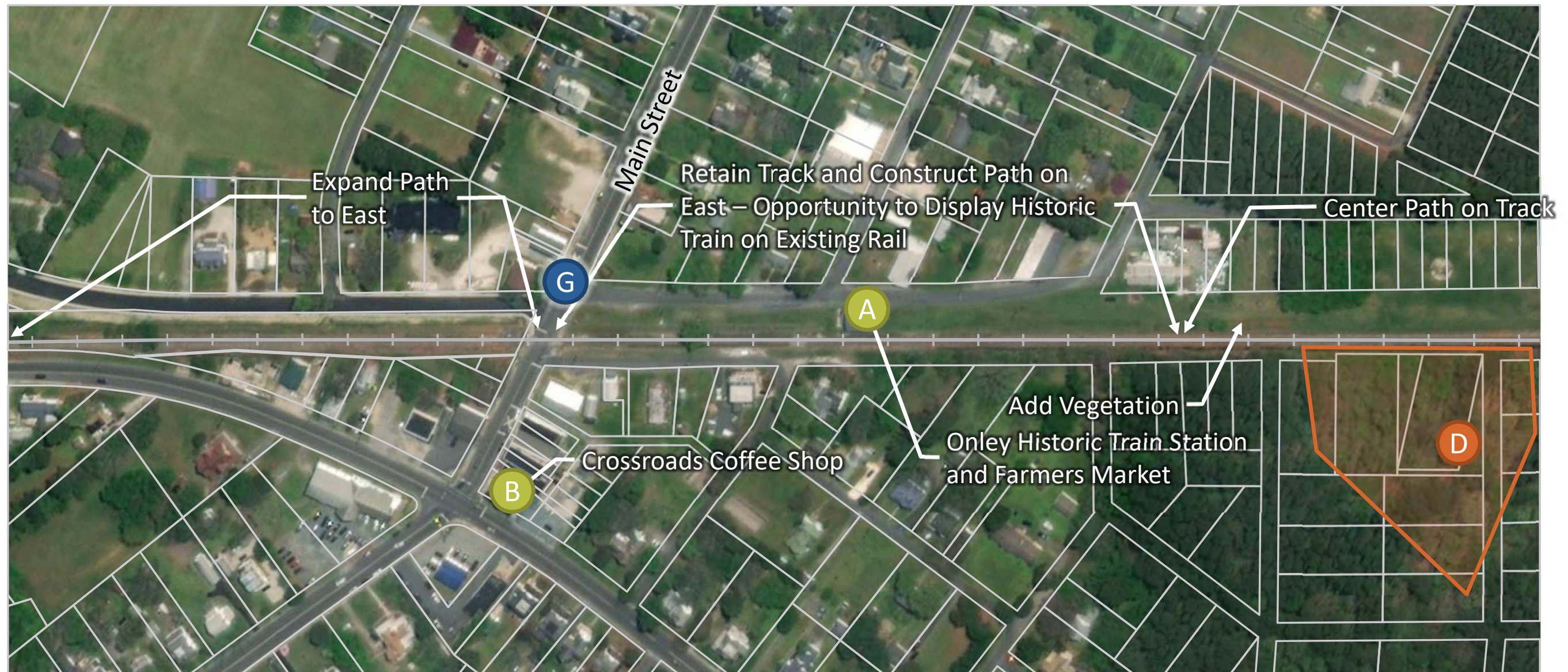
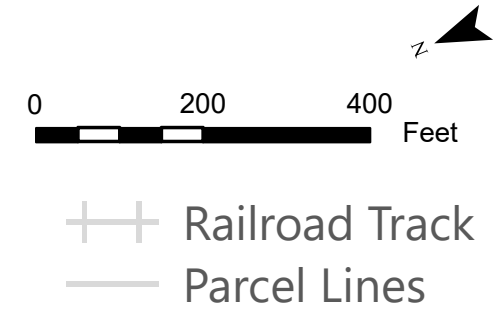
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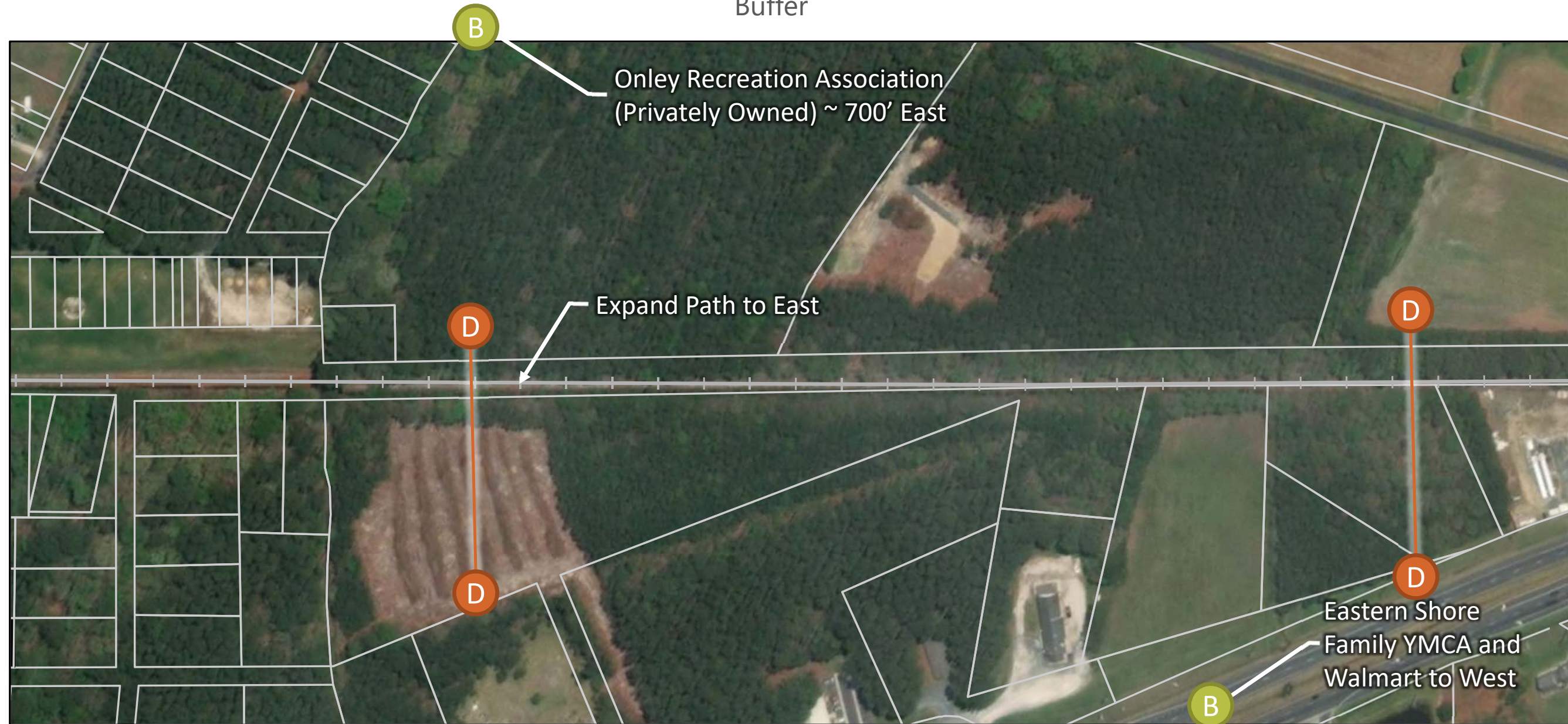
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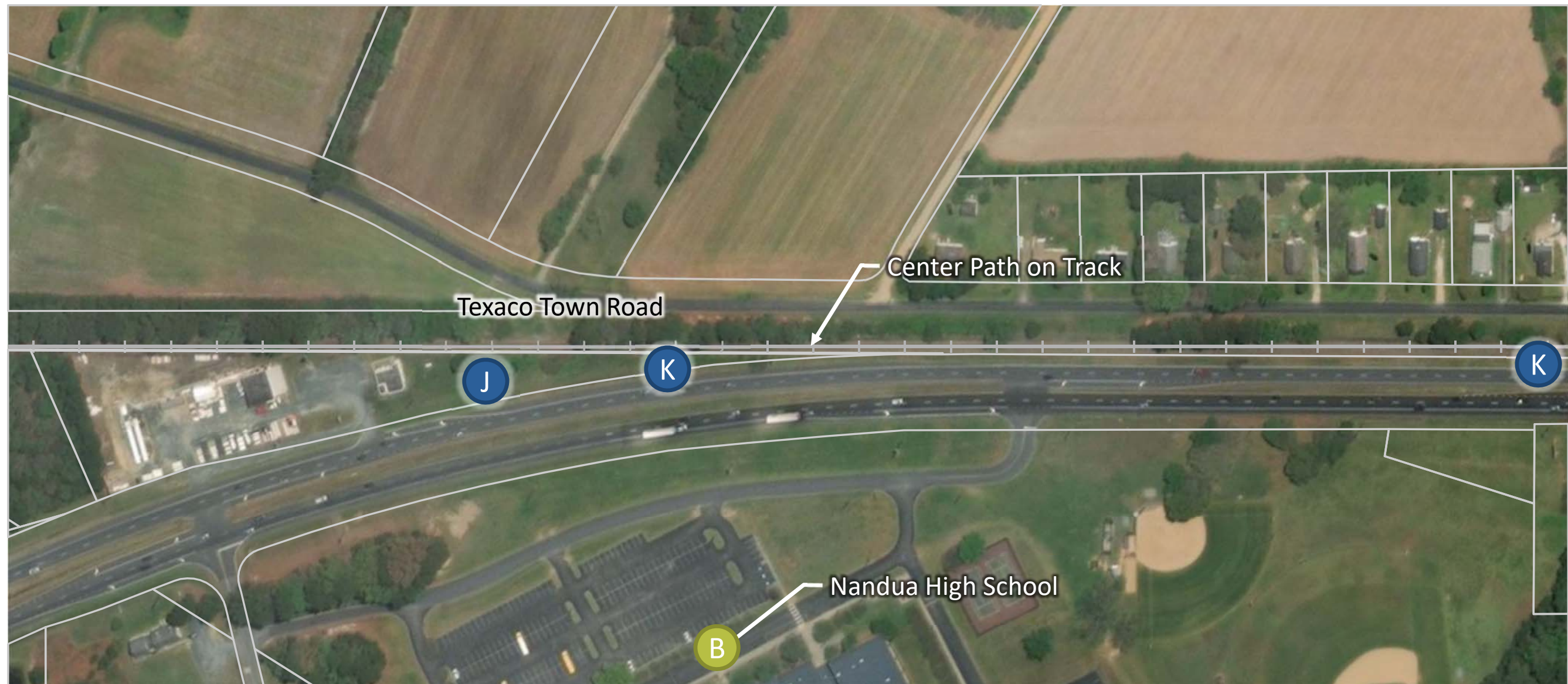
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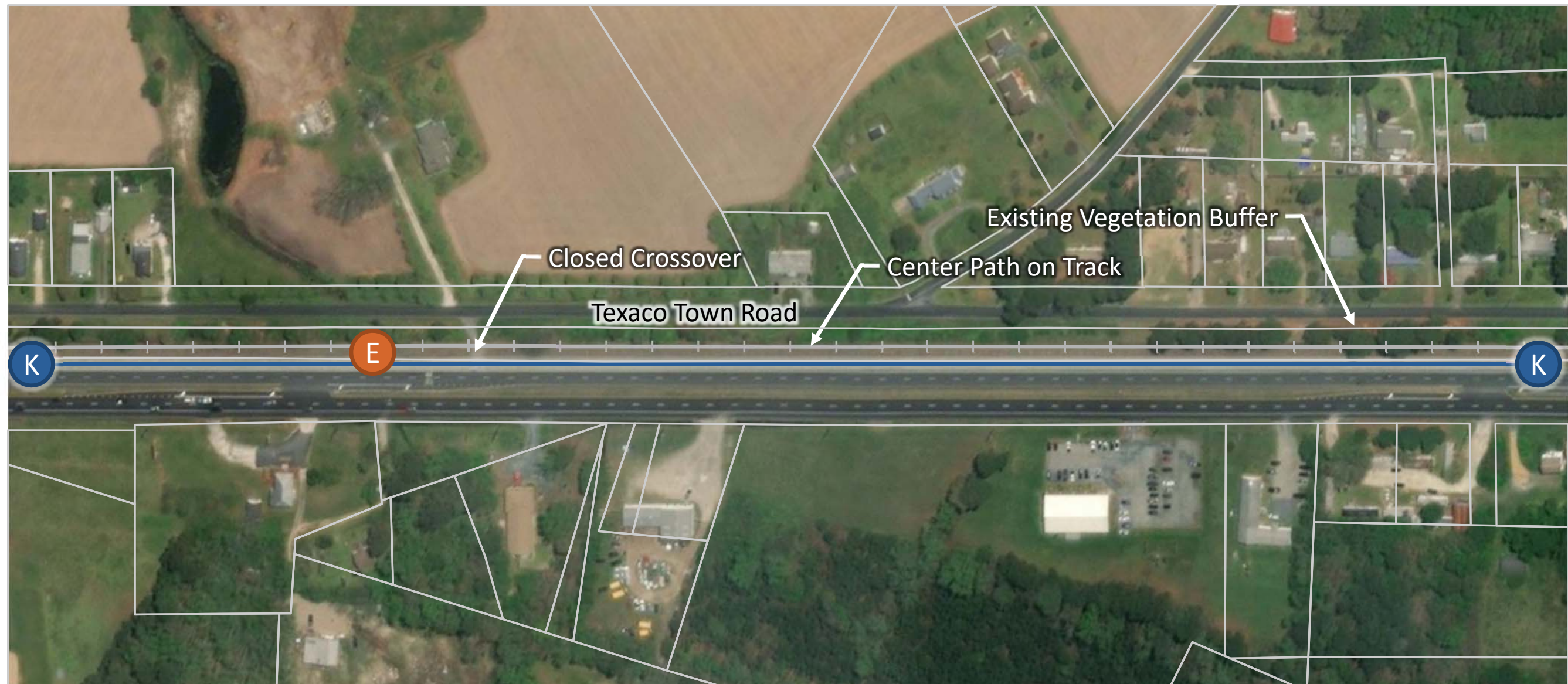
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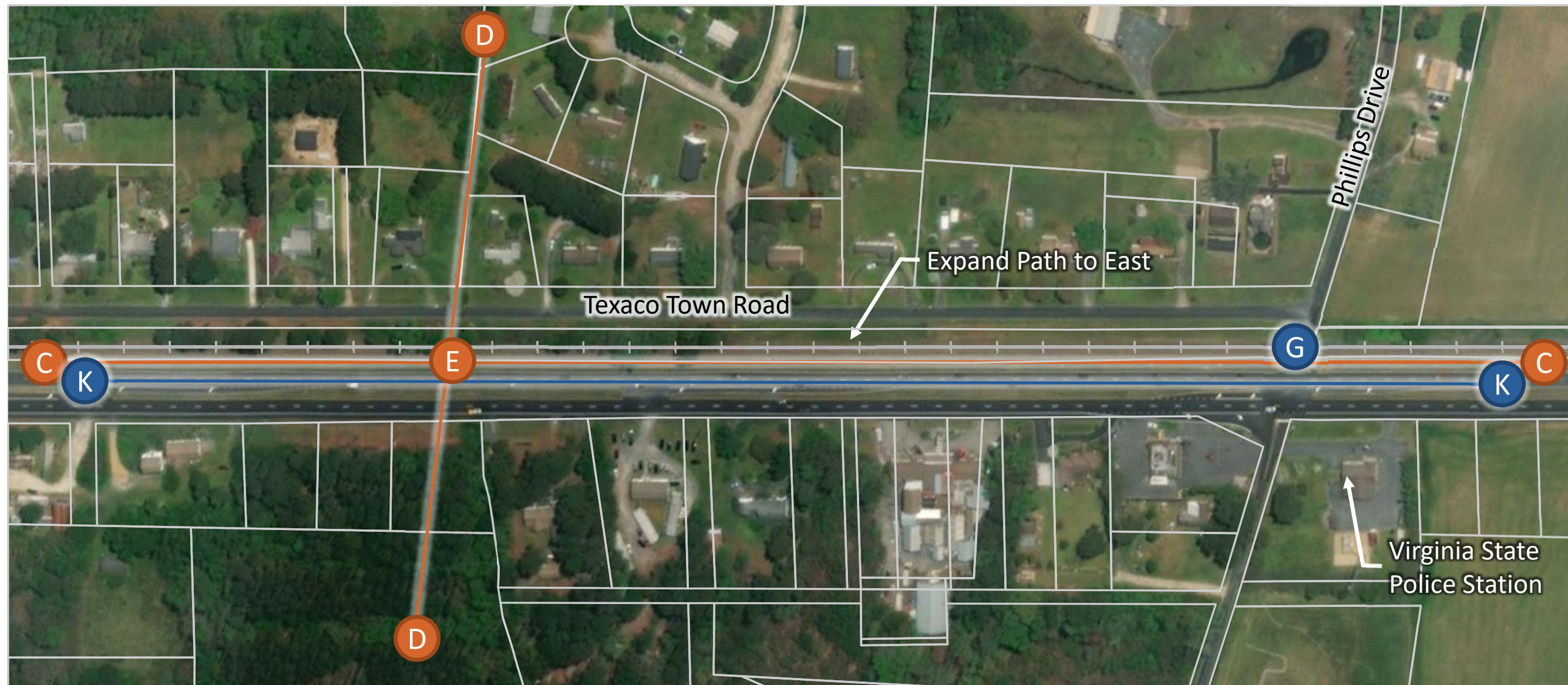
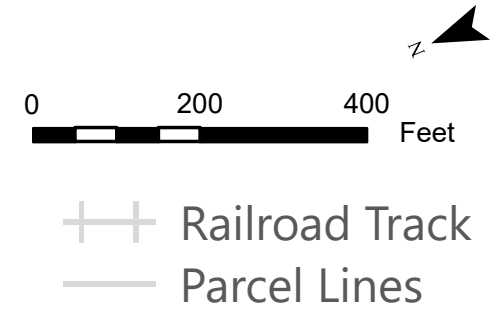
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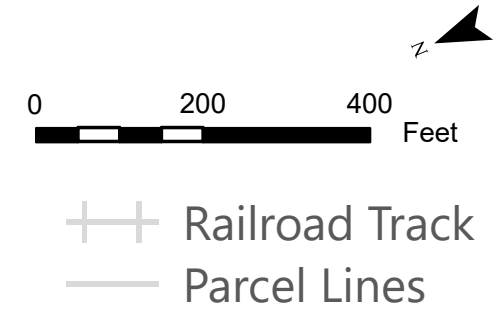
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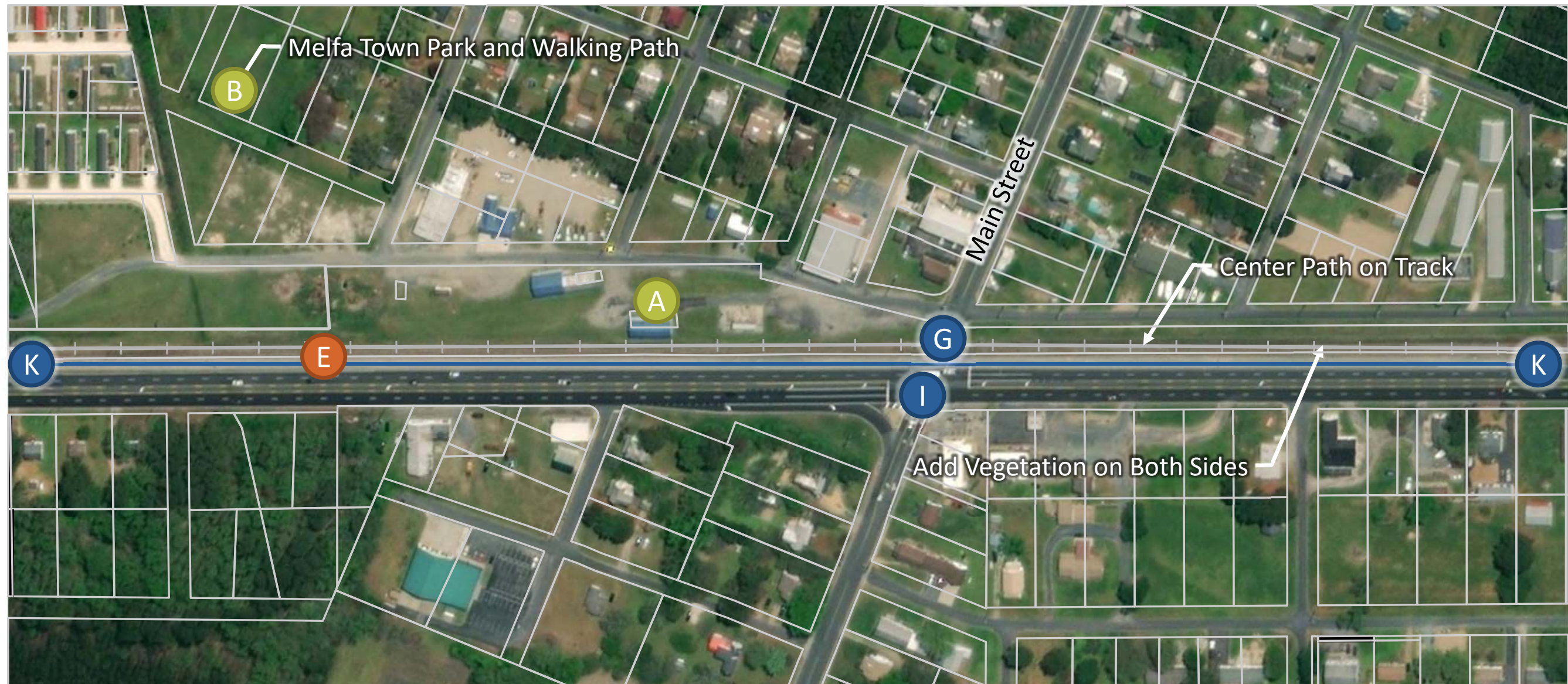
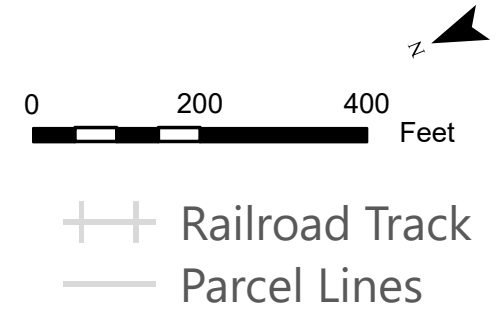
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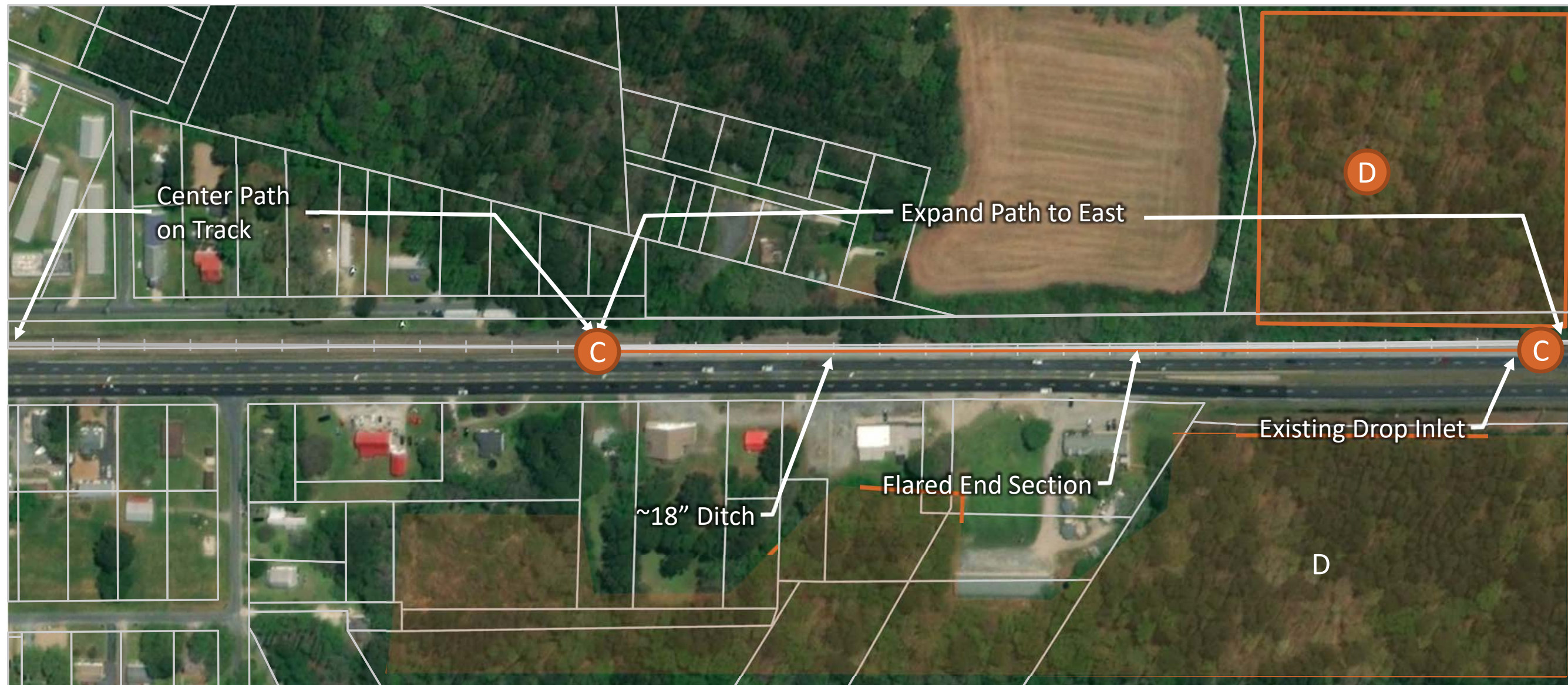
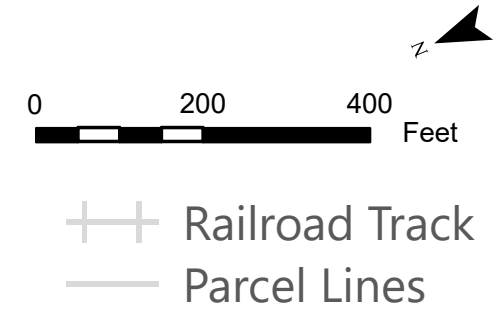
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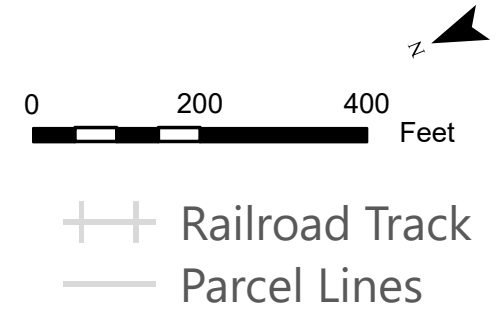
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Attraction Locations

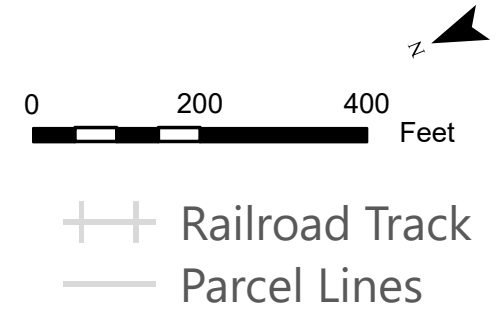
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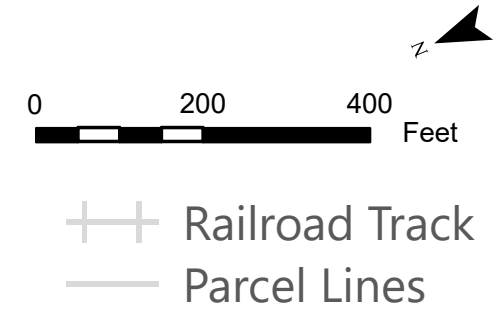
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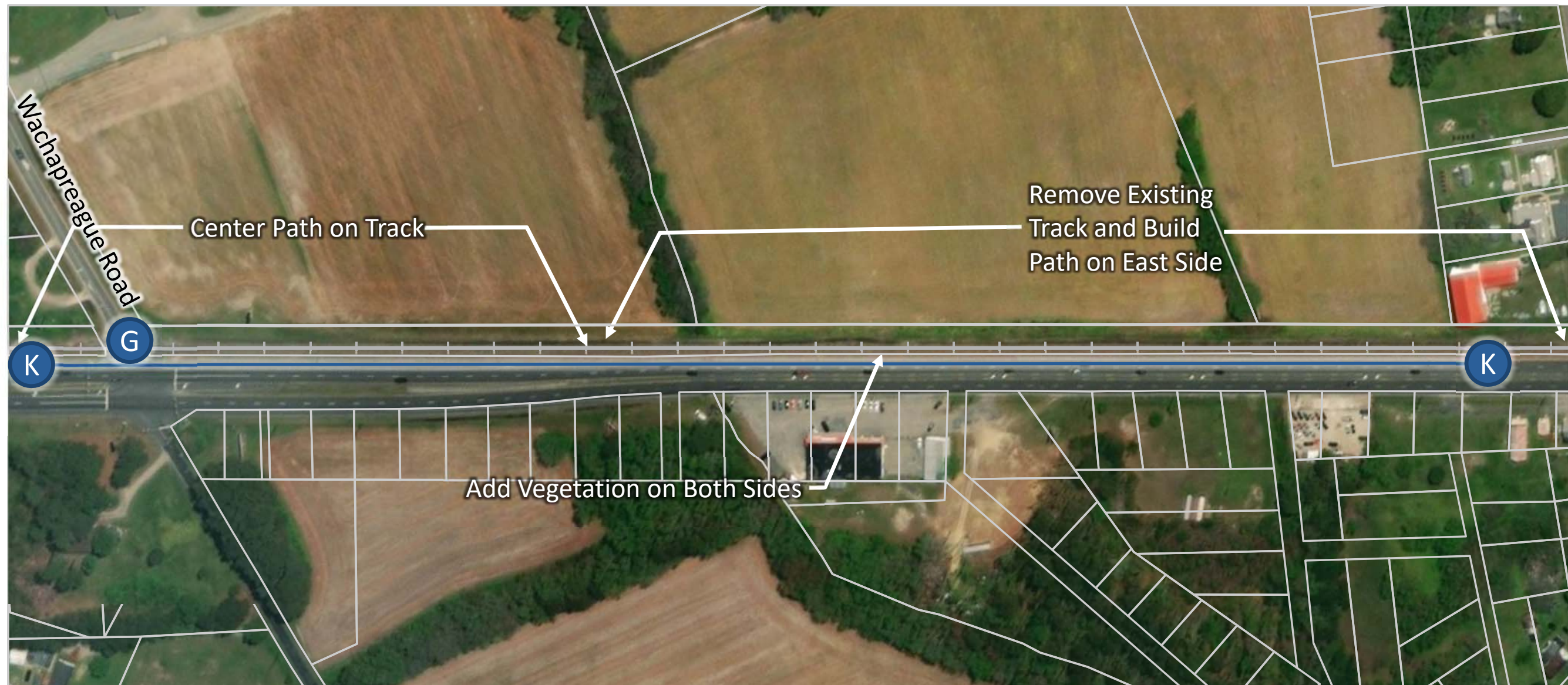
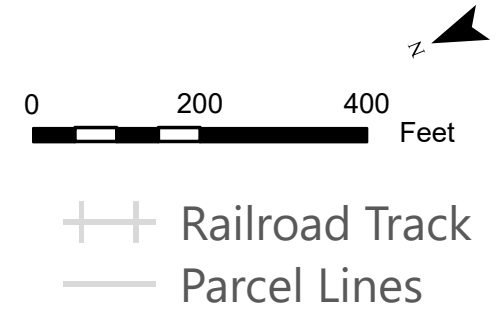
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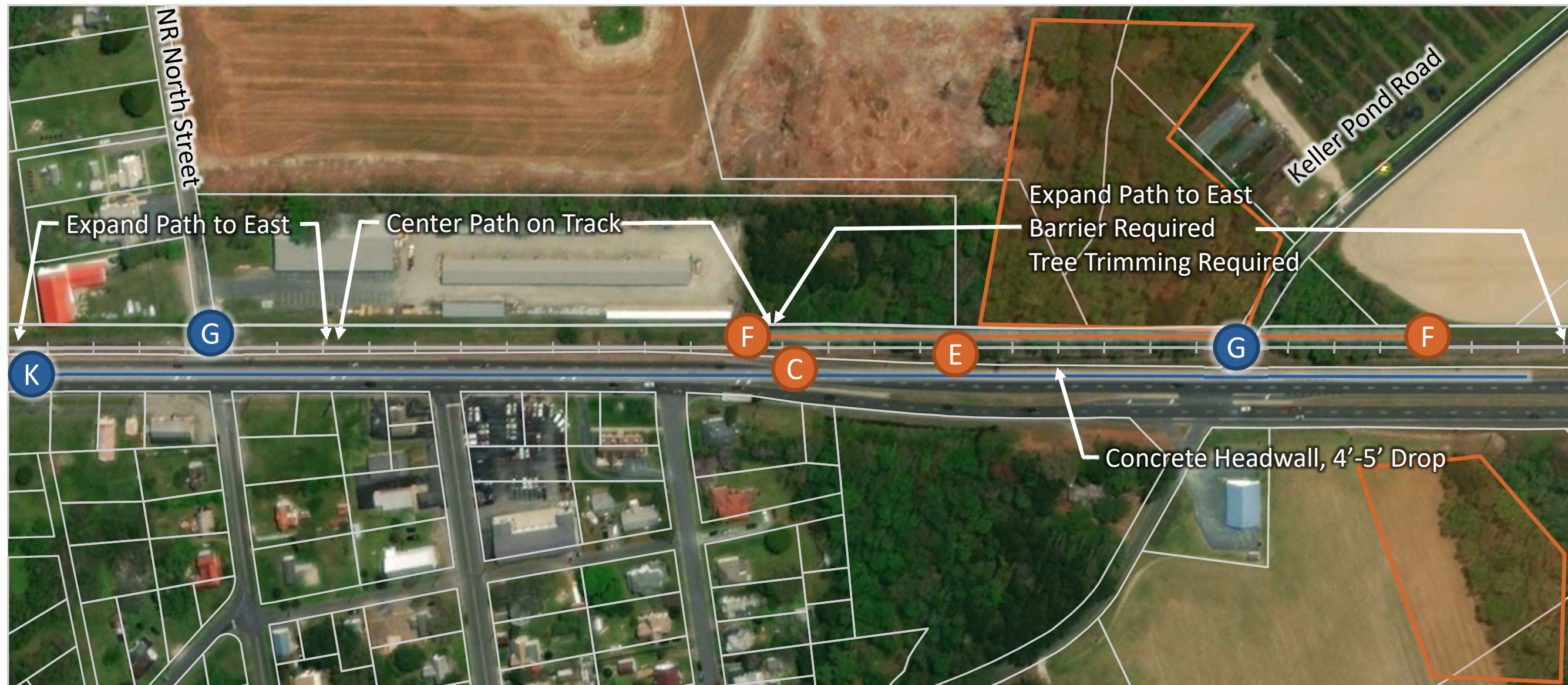
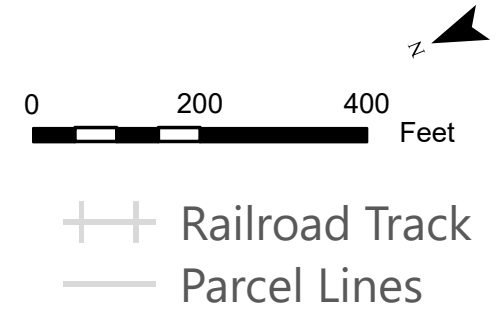
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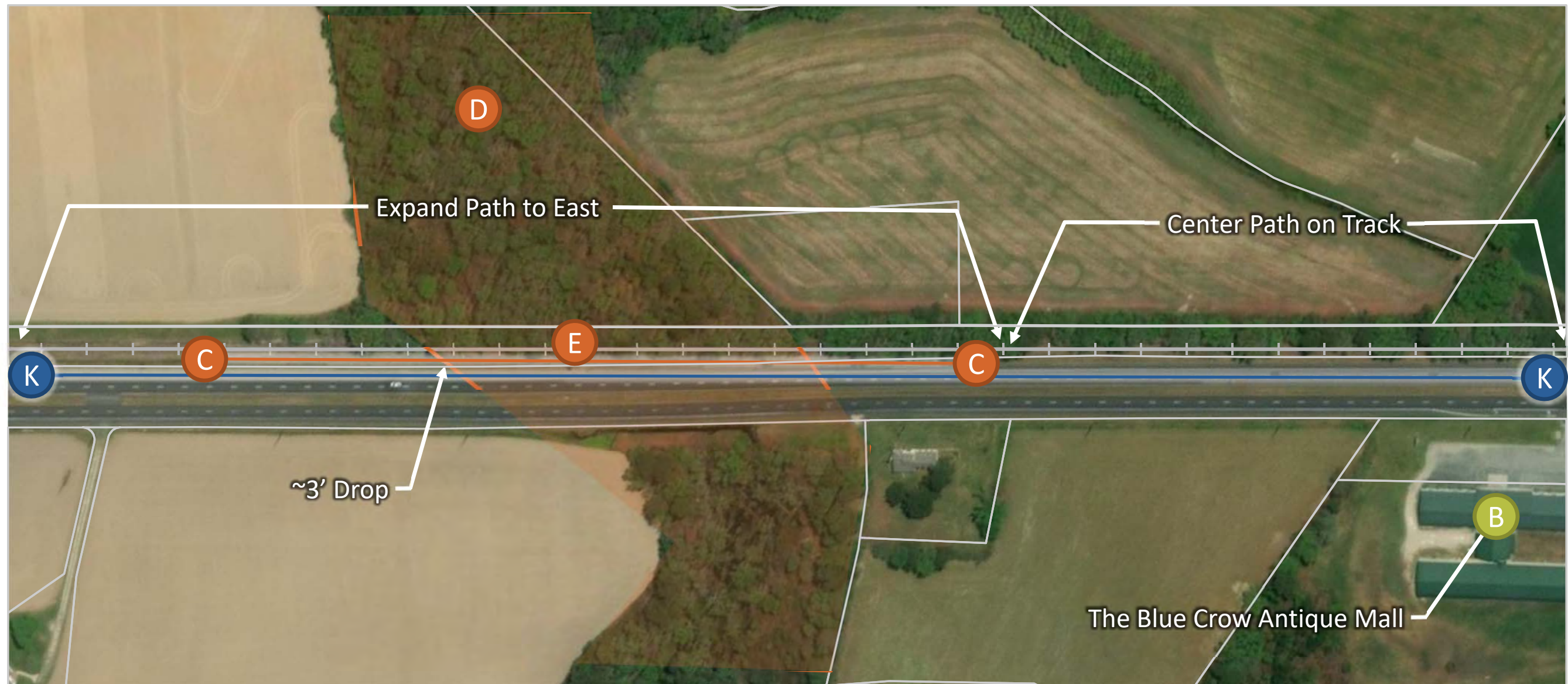
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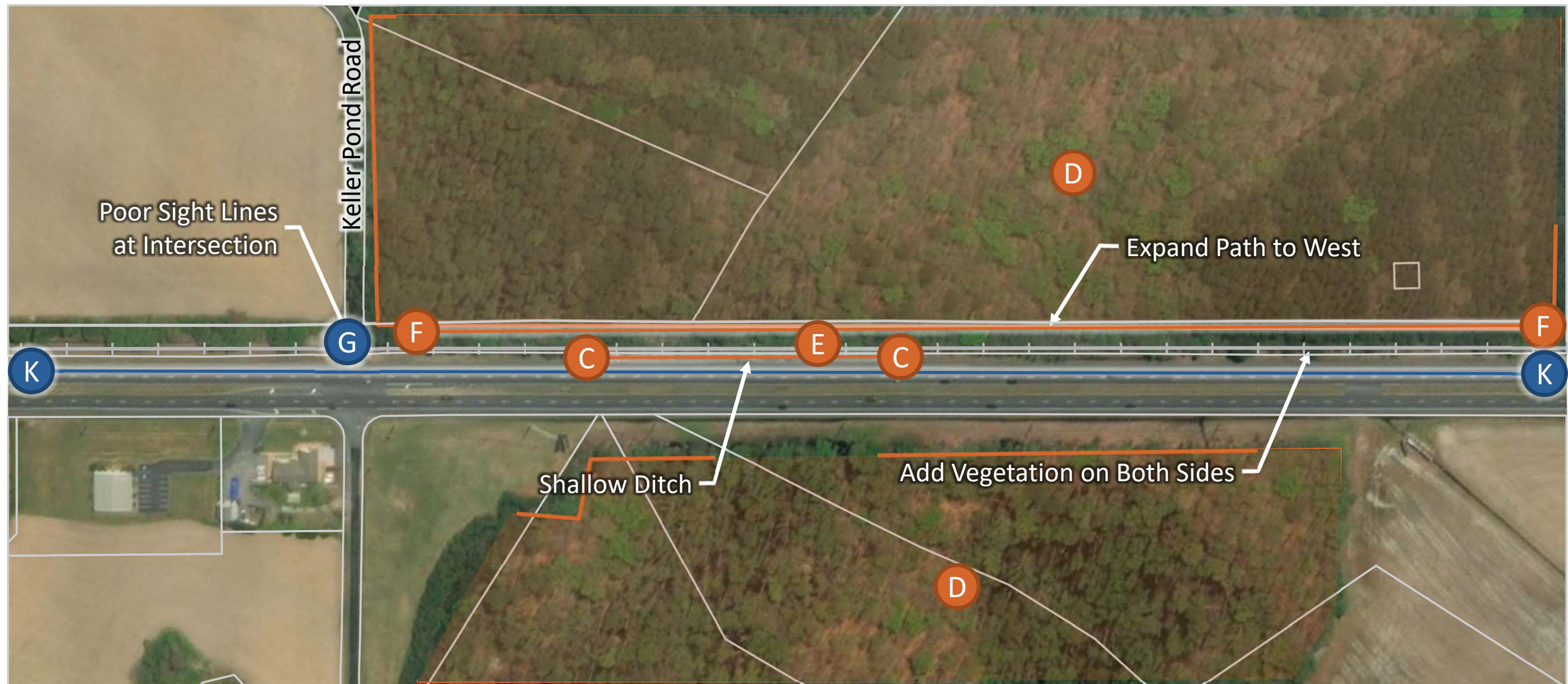
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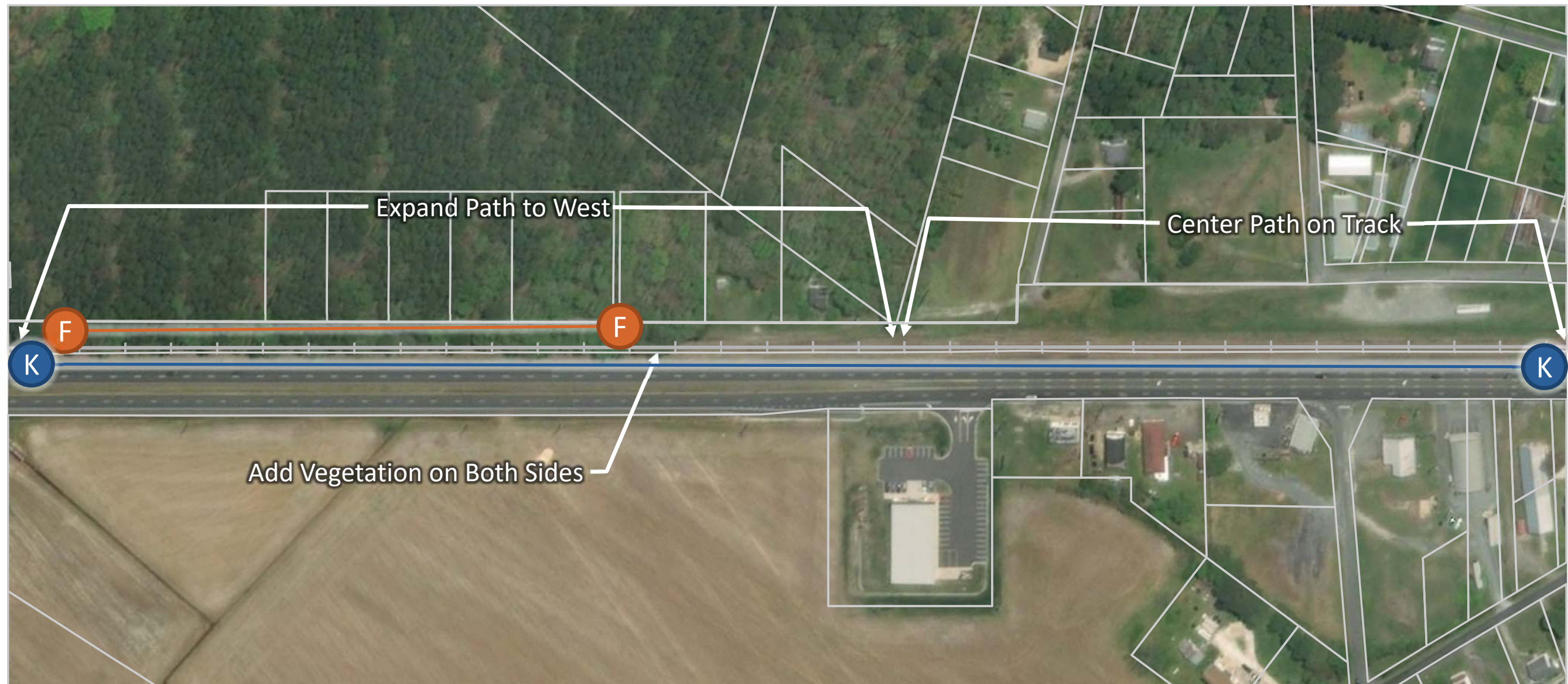
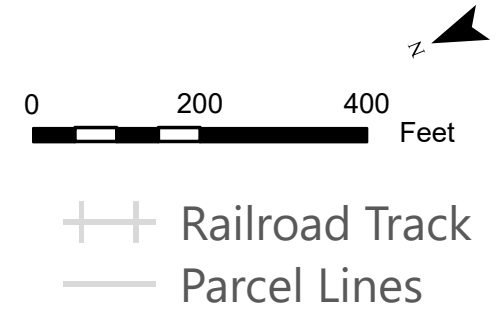
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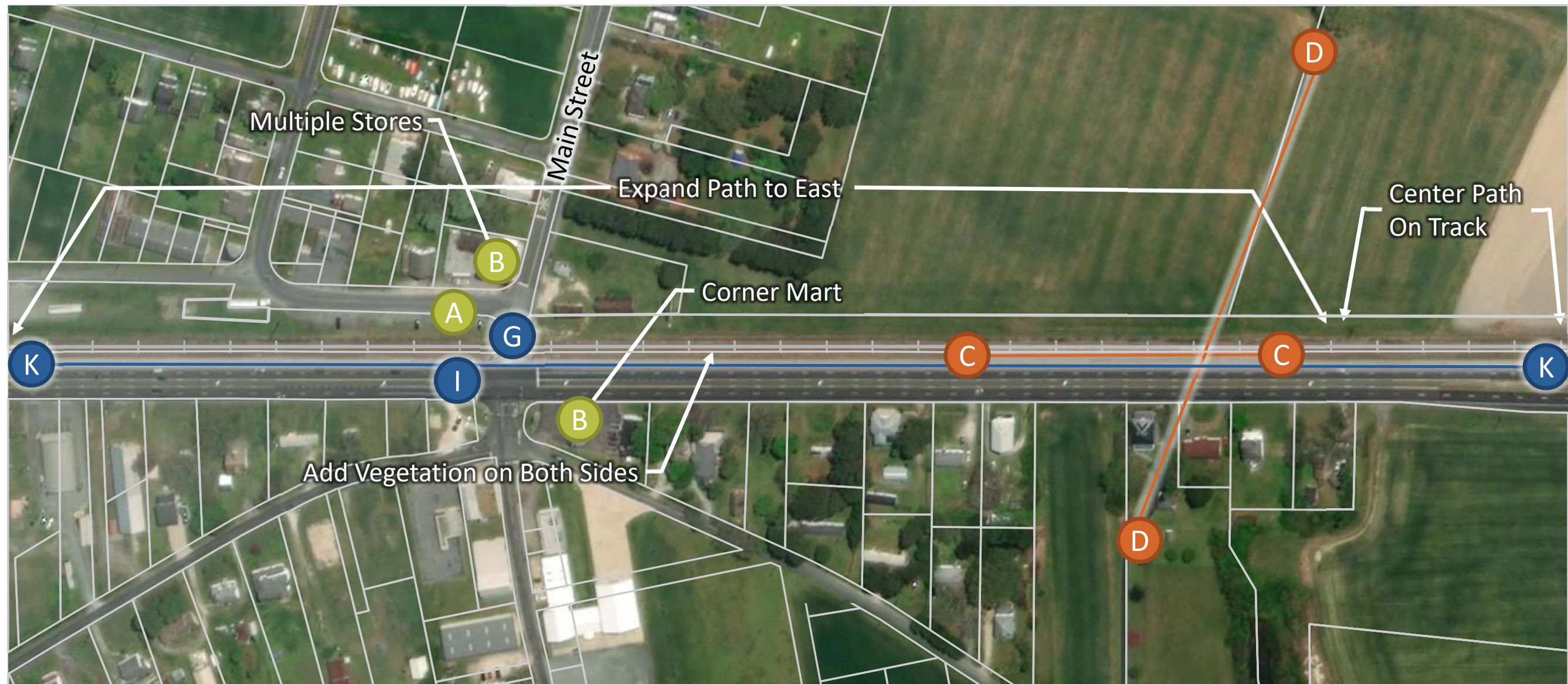
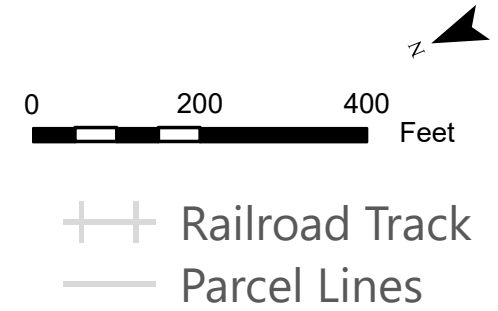
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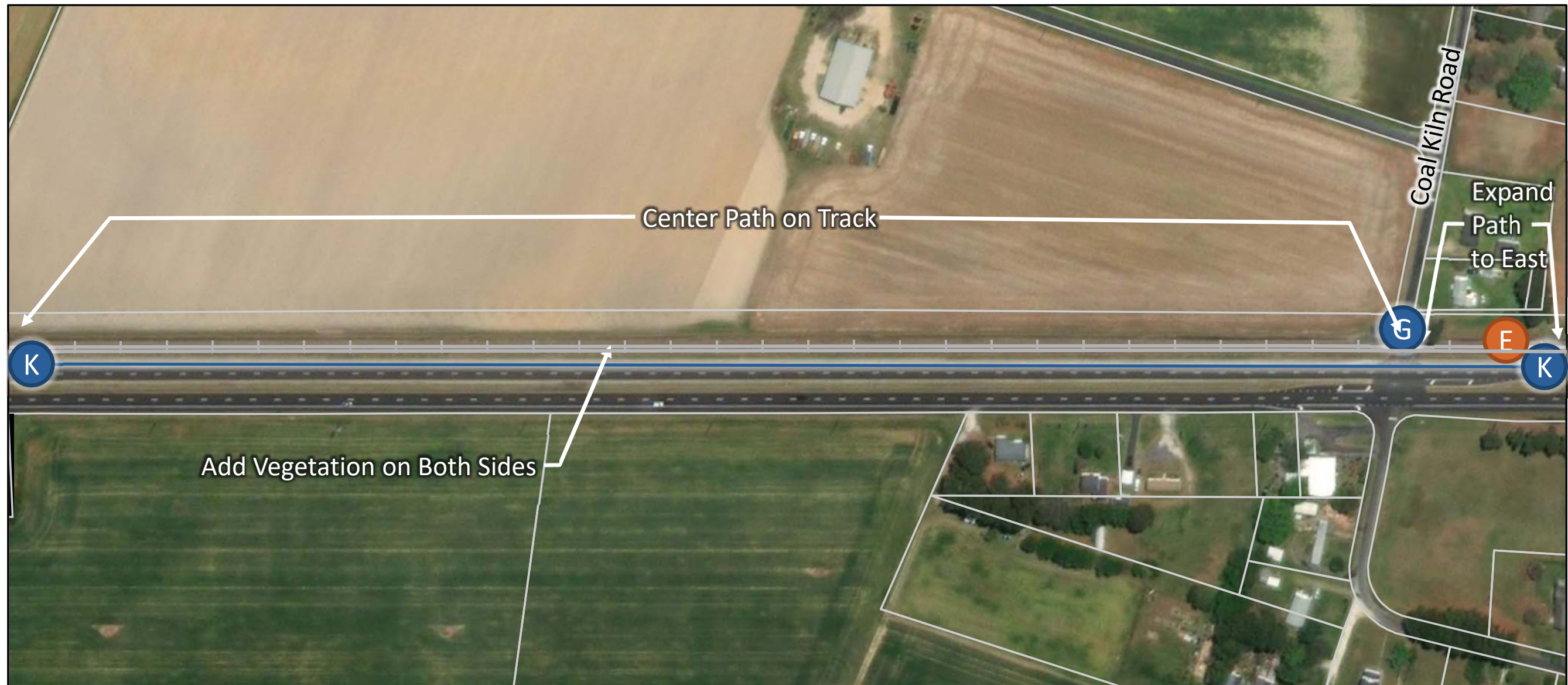
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0 200 400 Feet

⊕ Railroad Track
— Parcel Lines



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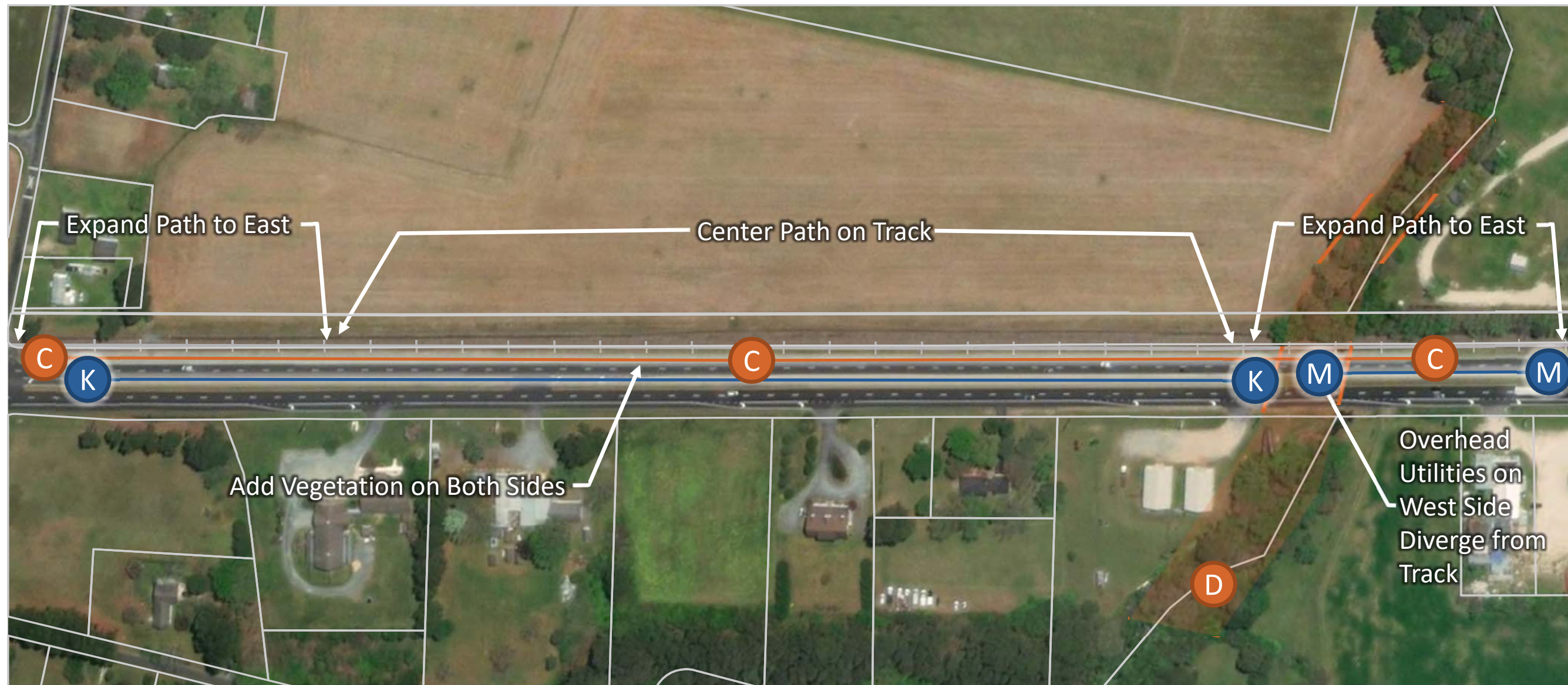
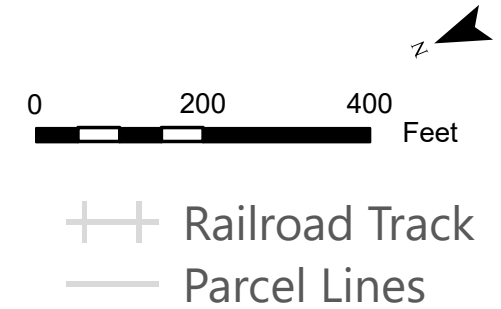
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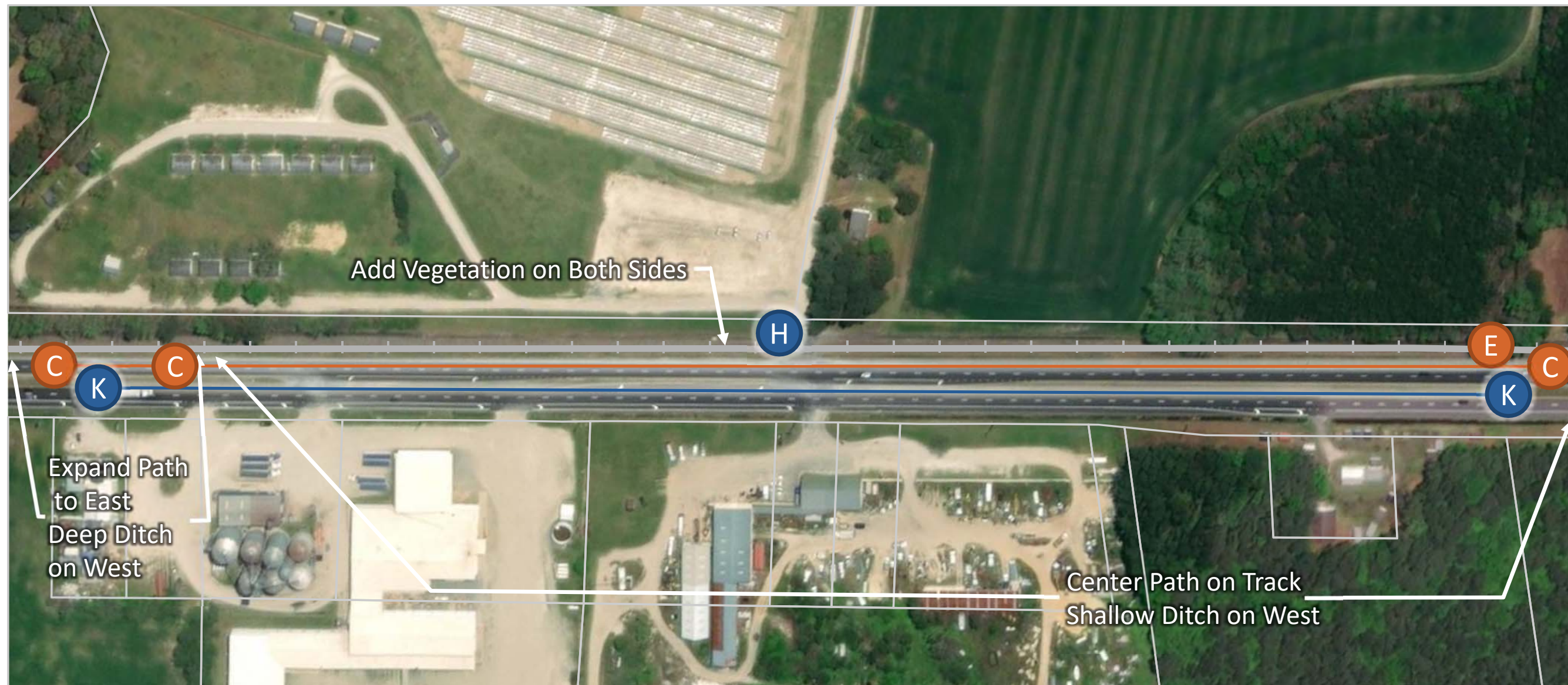
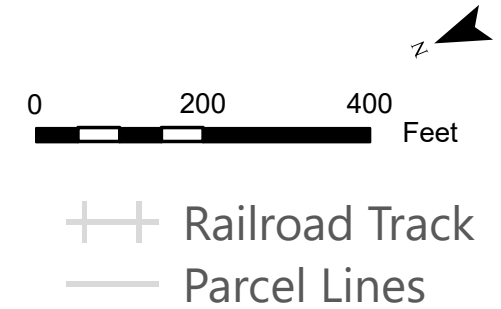
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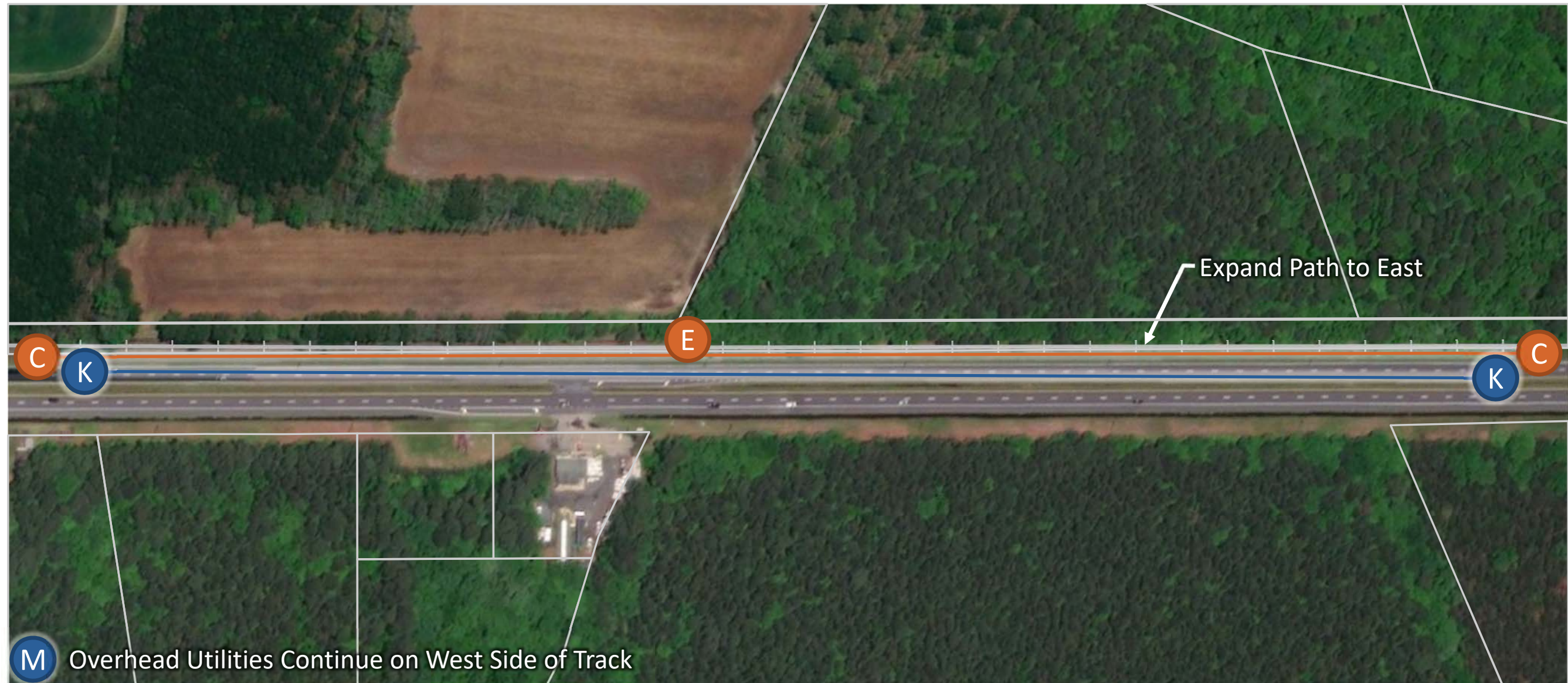
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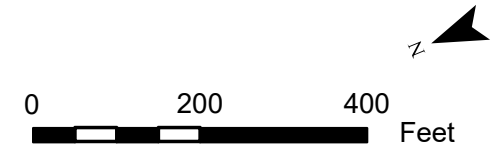
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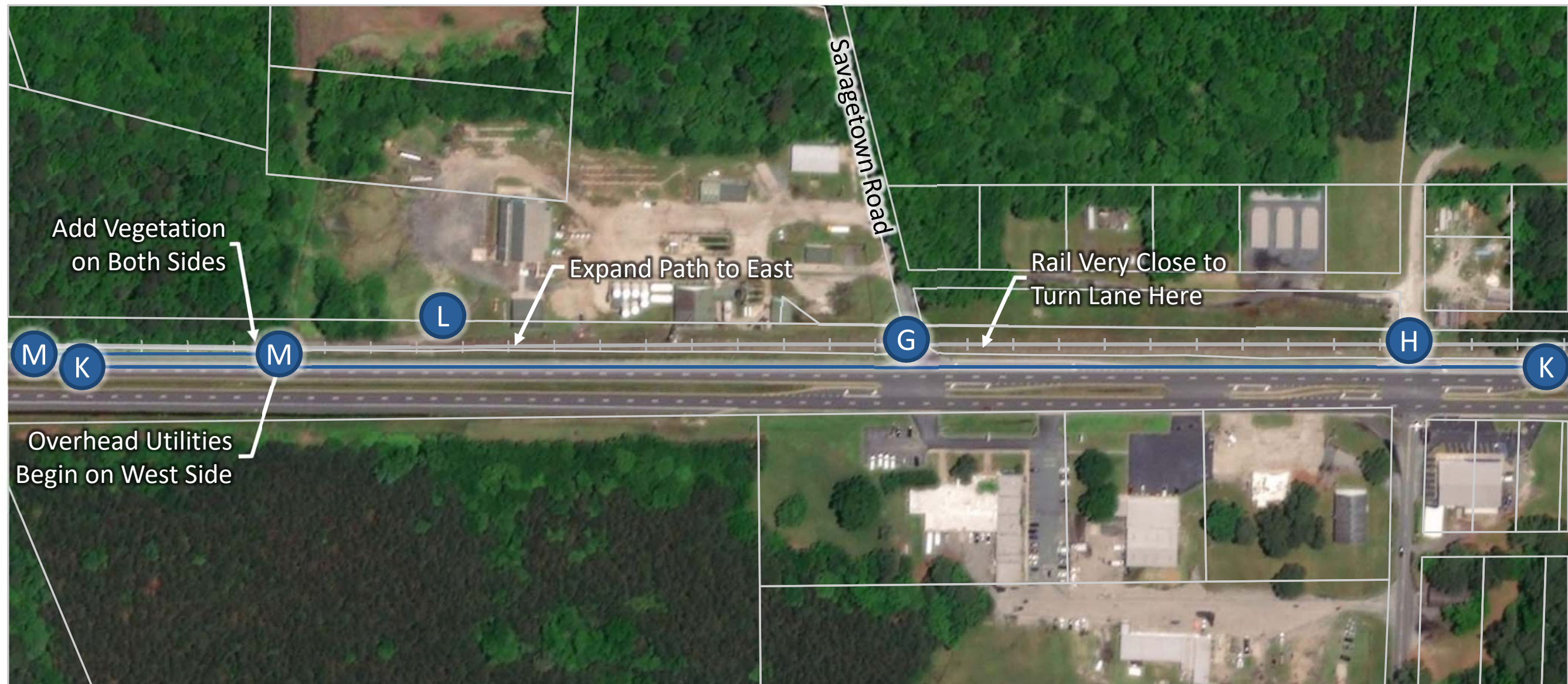
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Railroad Track
 Parcel Lines



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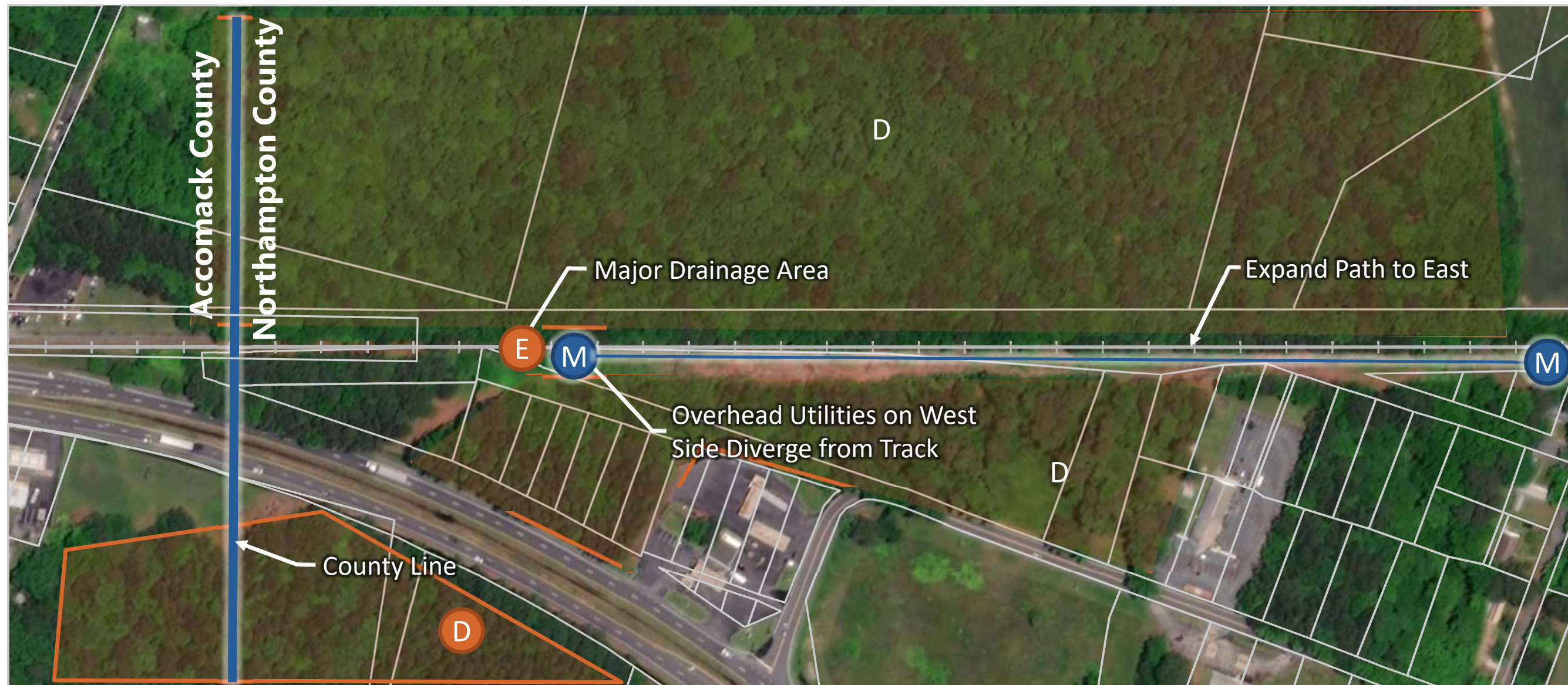
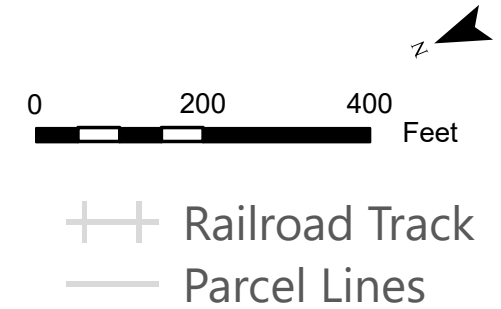
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Possible Attraction

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E
F

Drainage Area / Wetlands

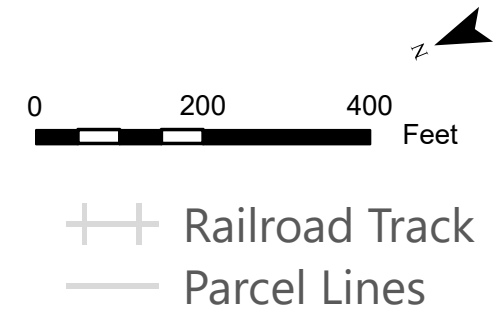
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Rail Spur



Attraction Locations

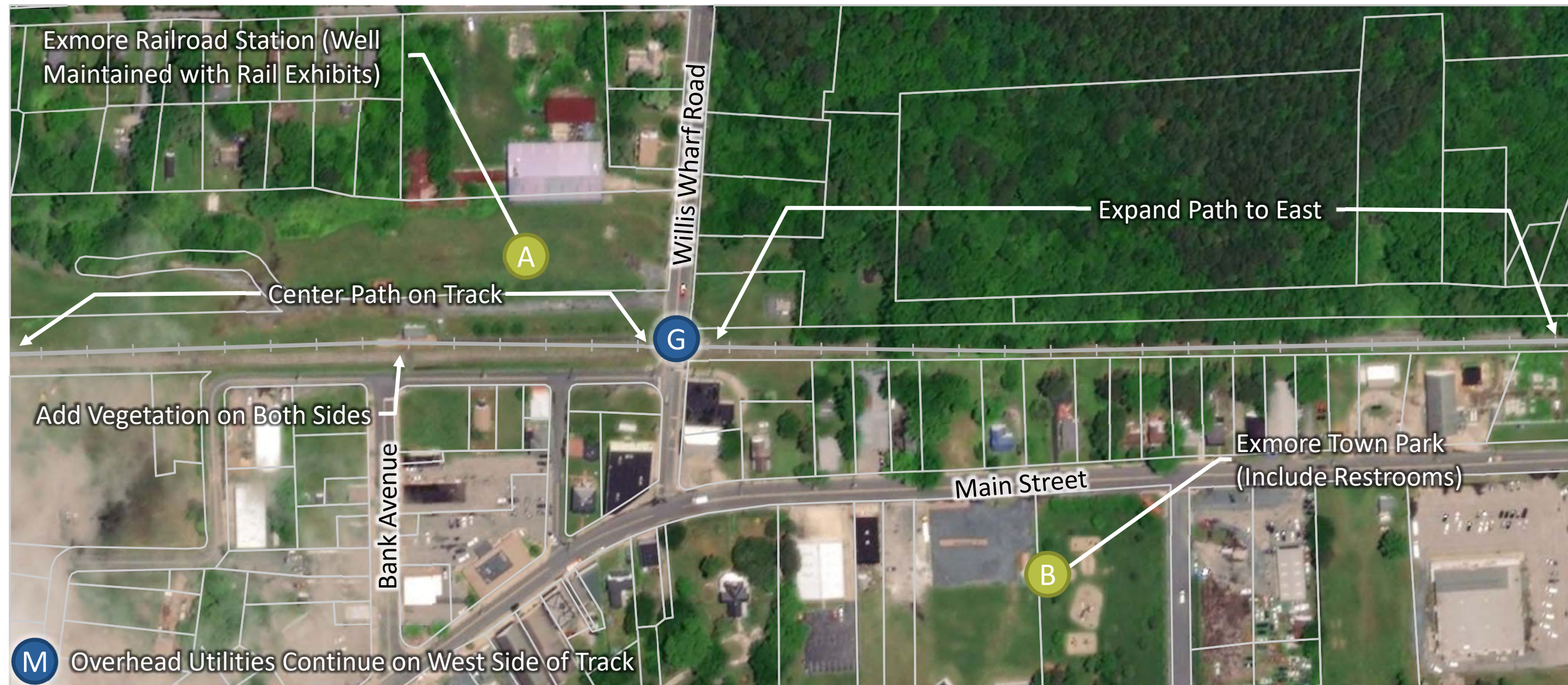
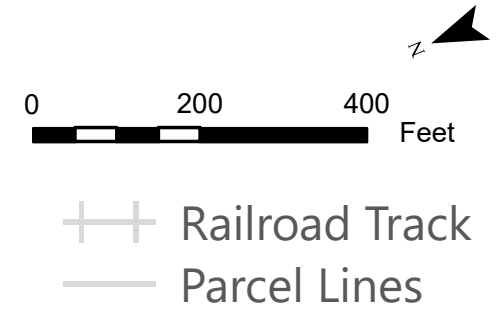
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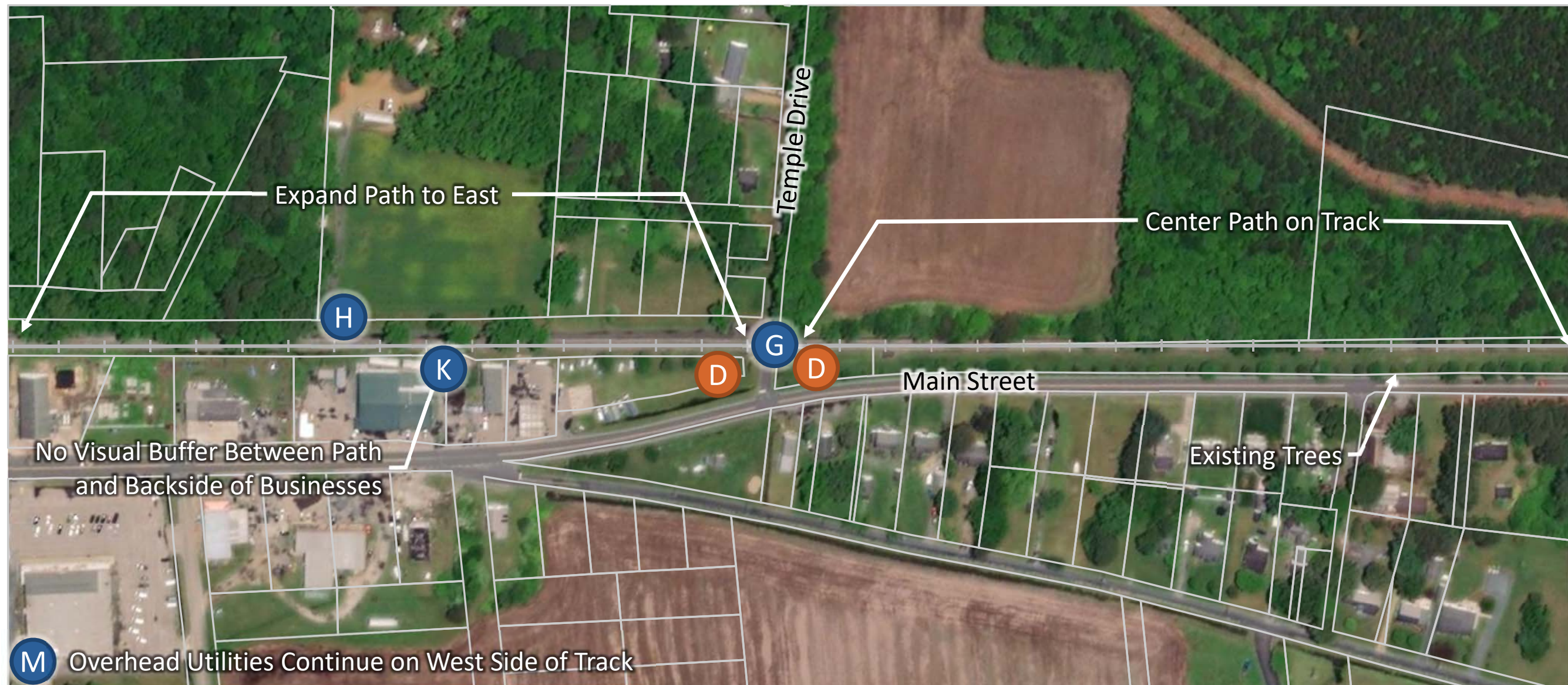
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⊕⊕ Railroad Track
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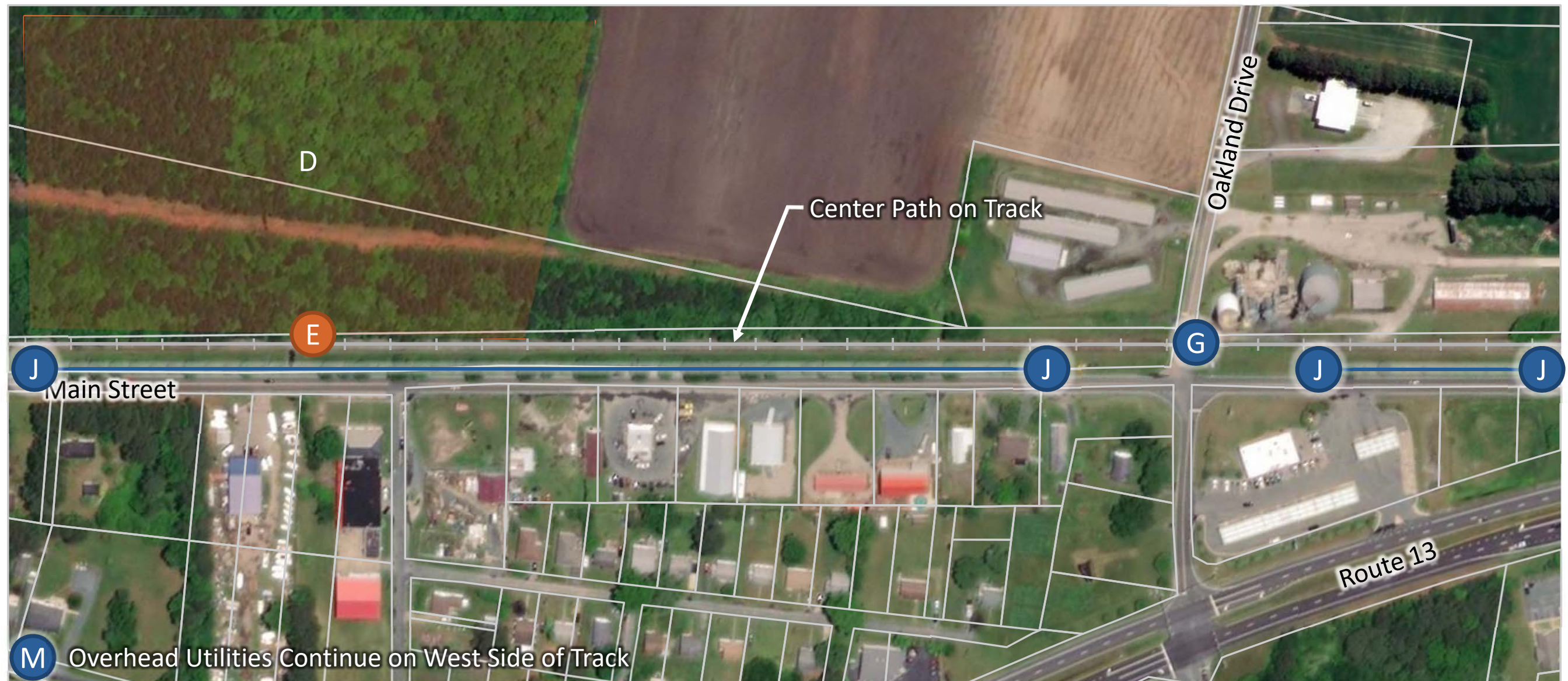
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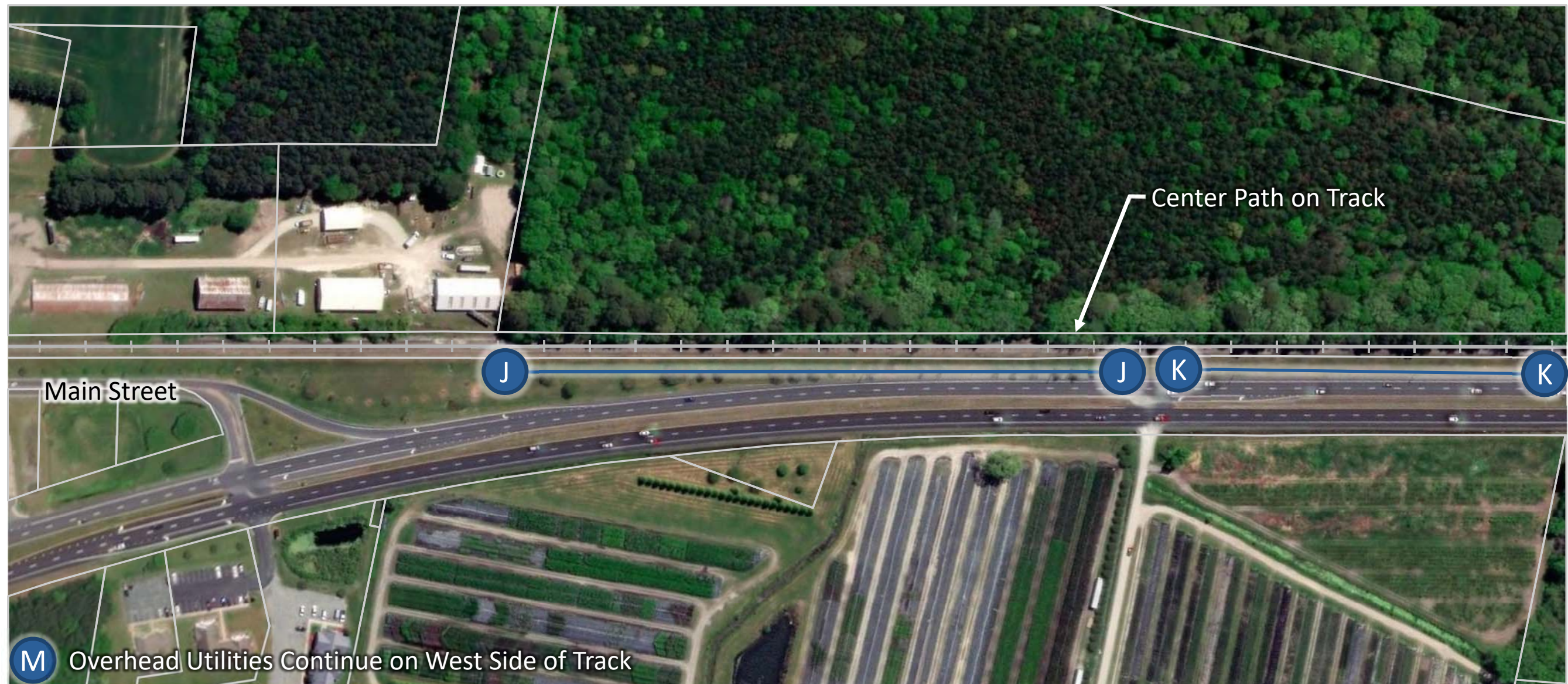
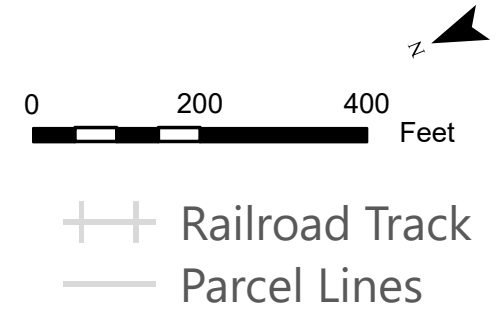
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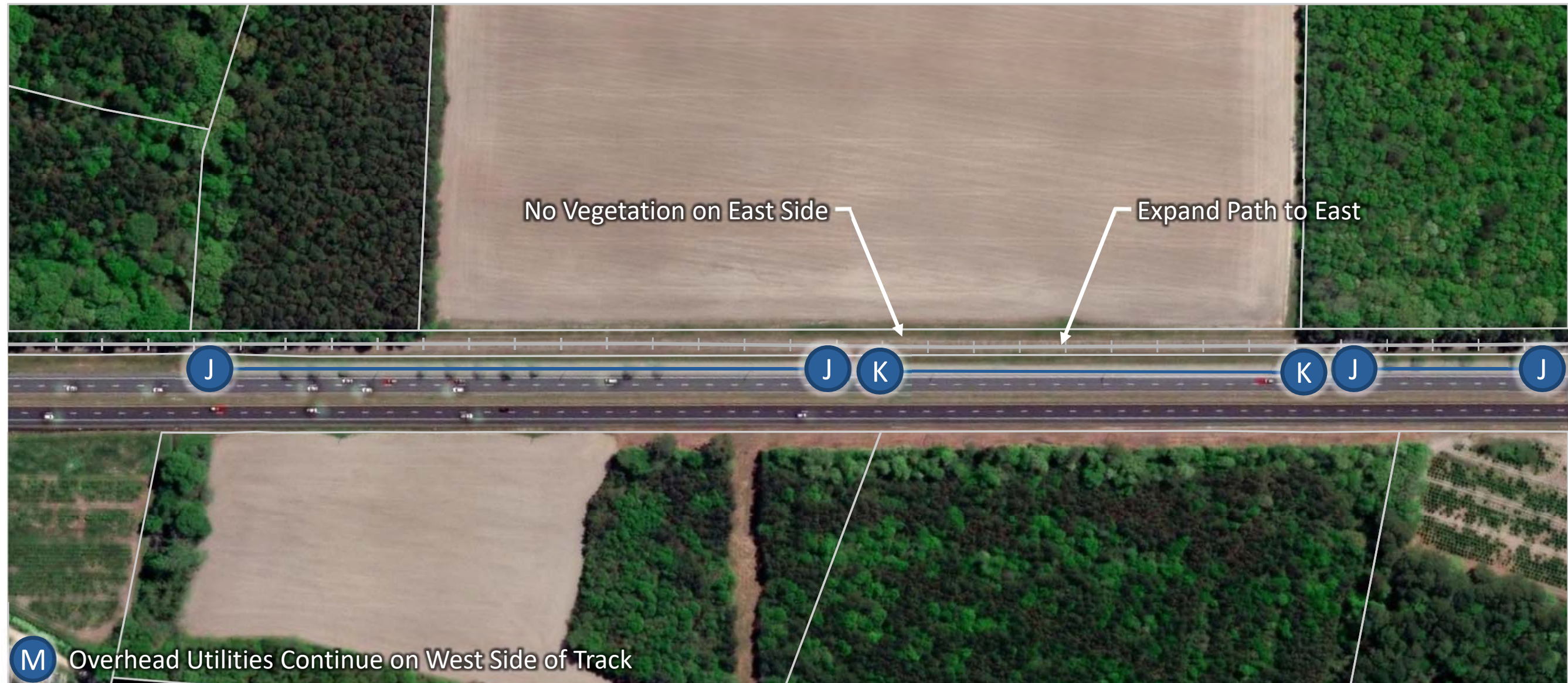
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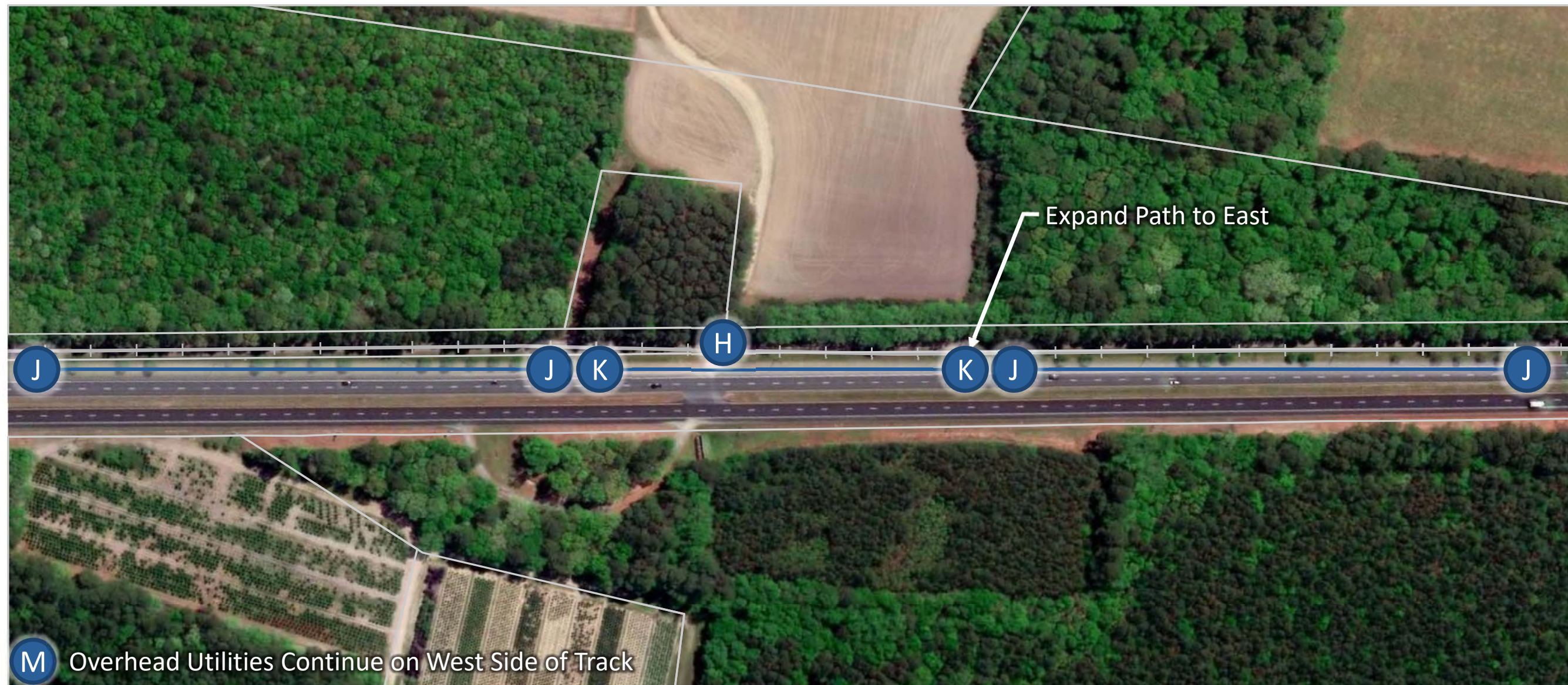
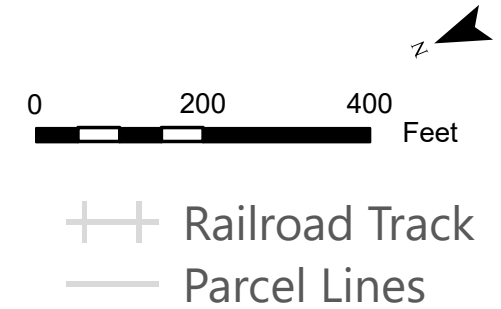
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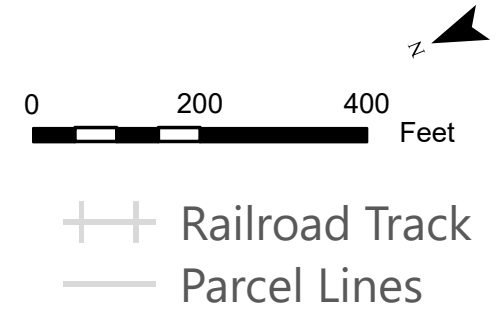
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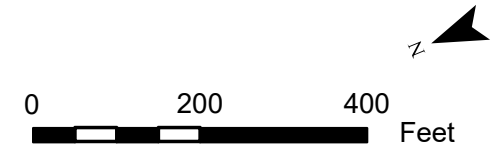
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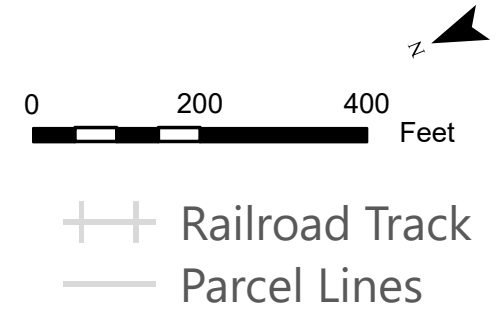
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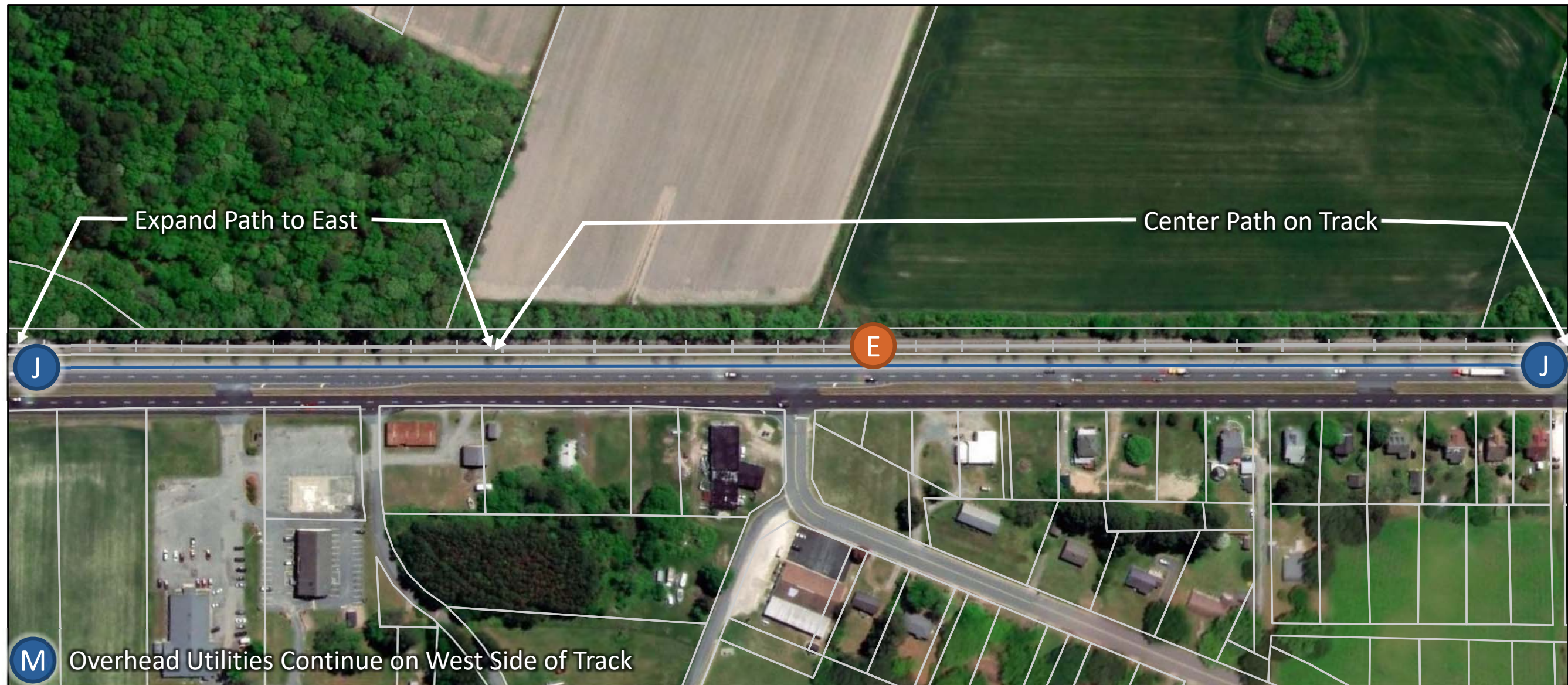
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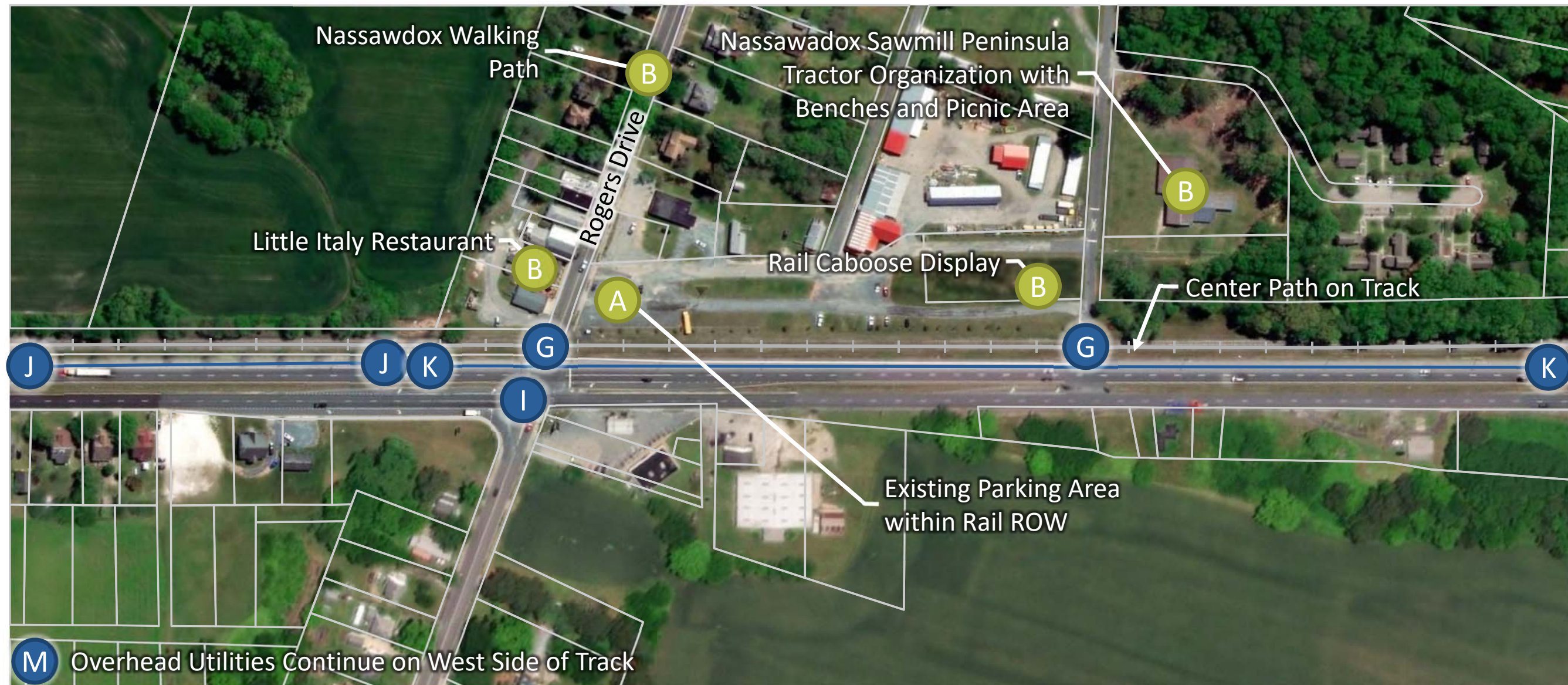
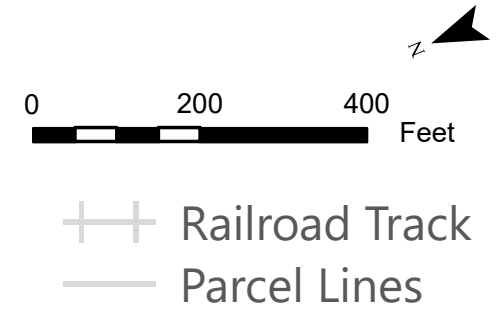
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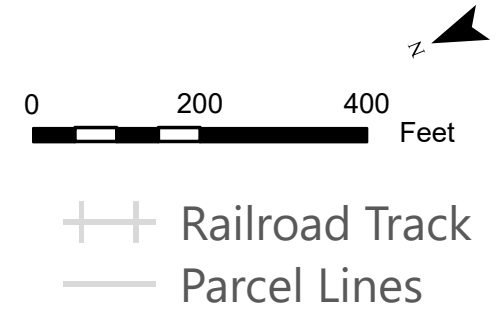
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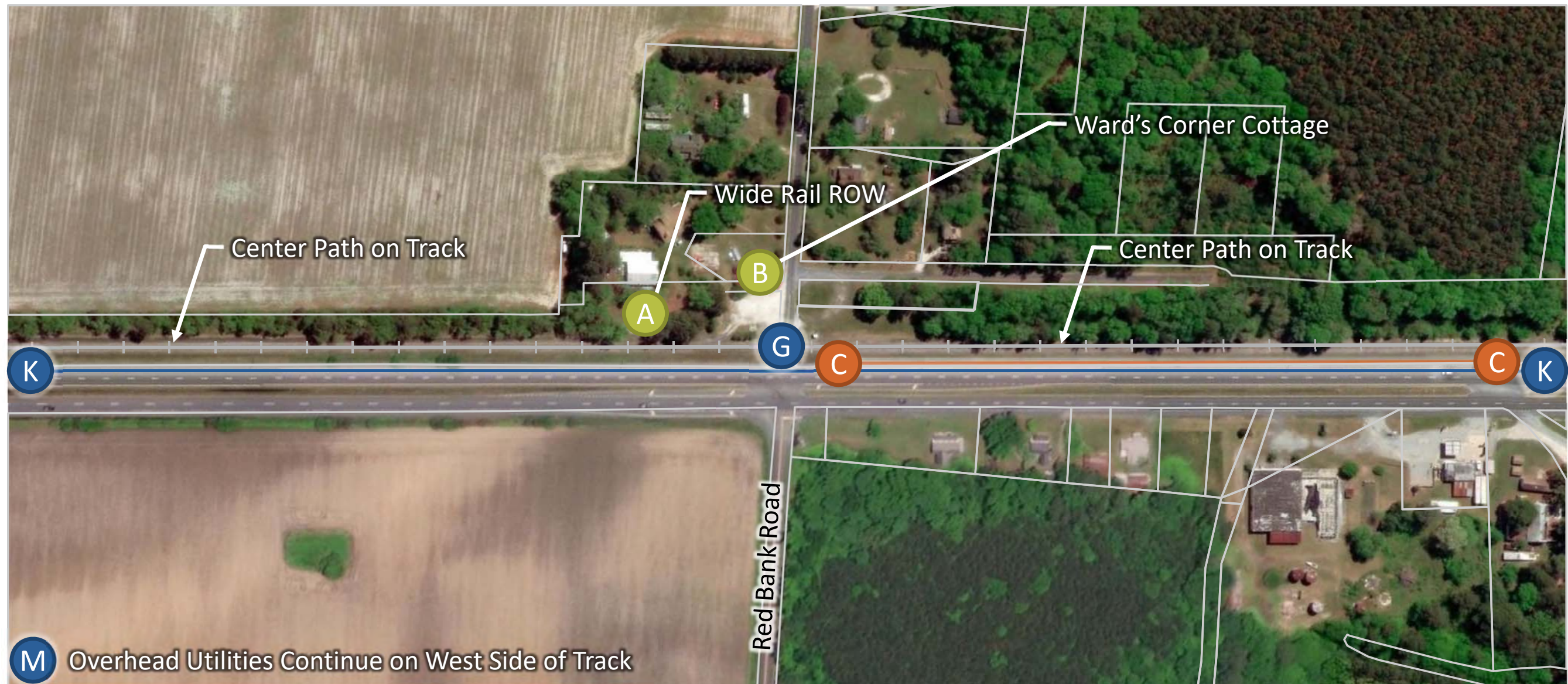
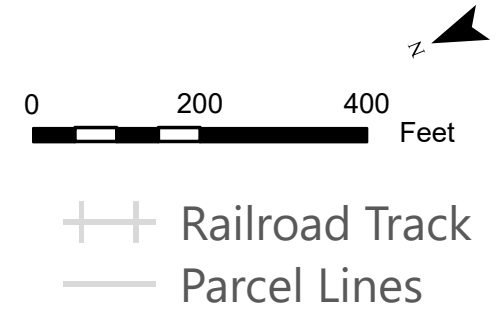
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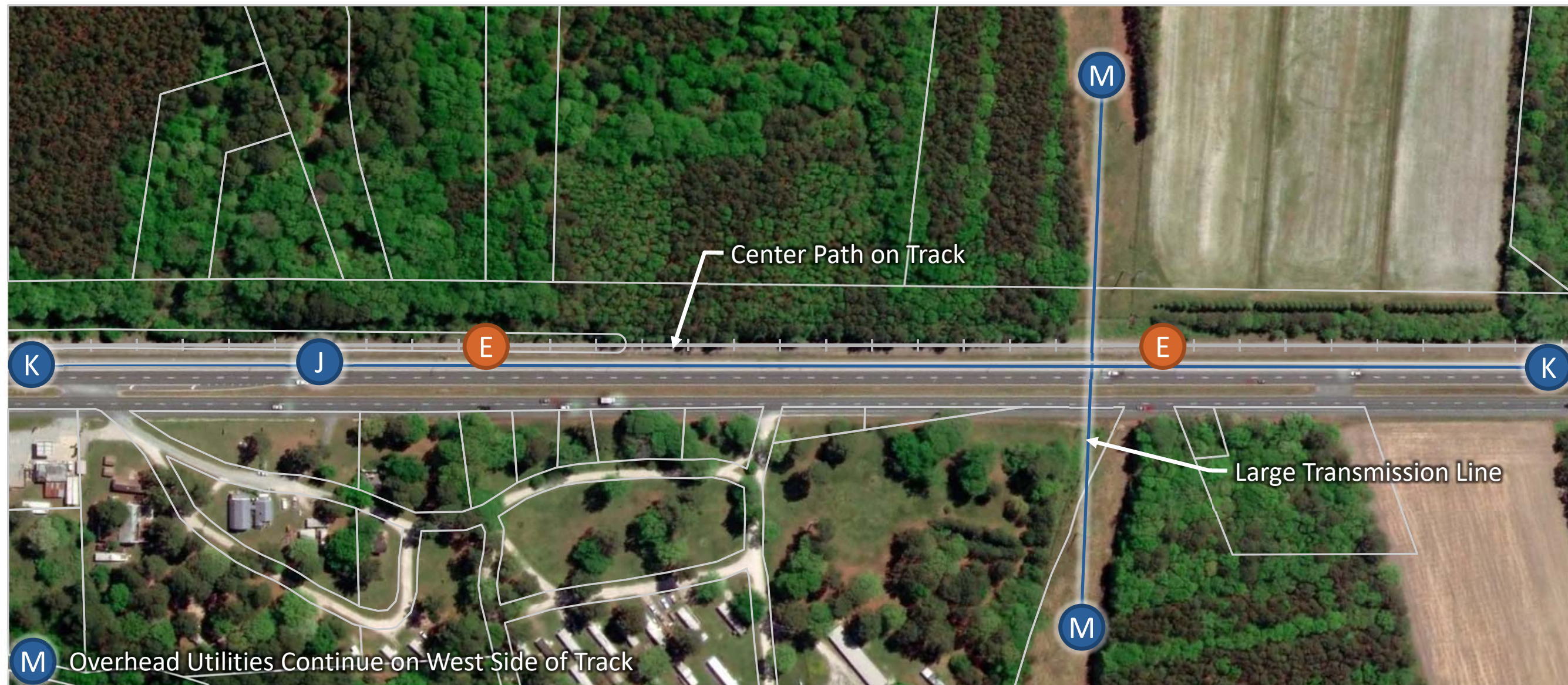
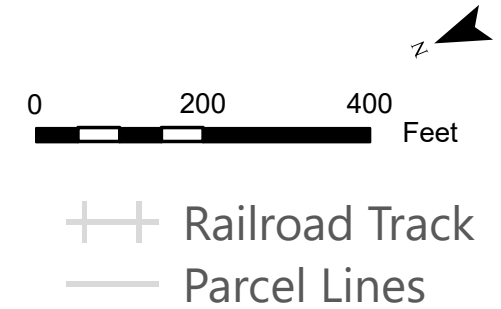
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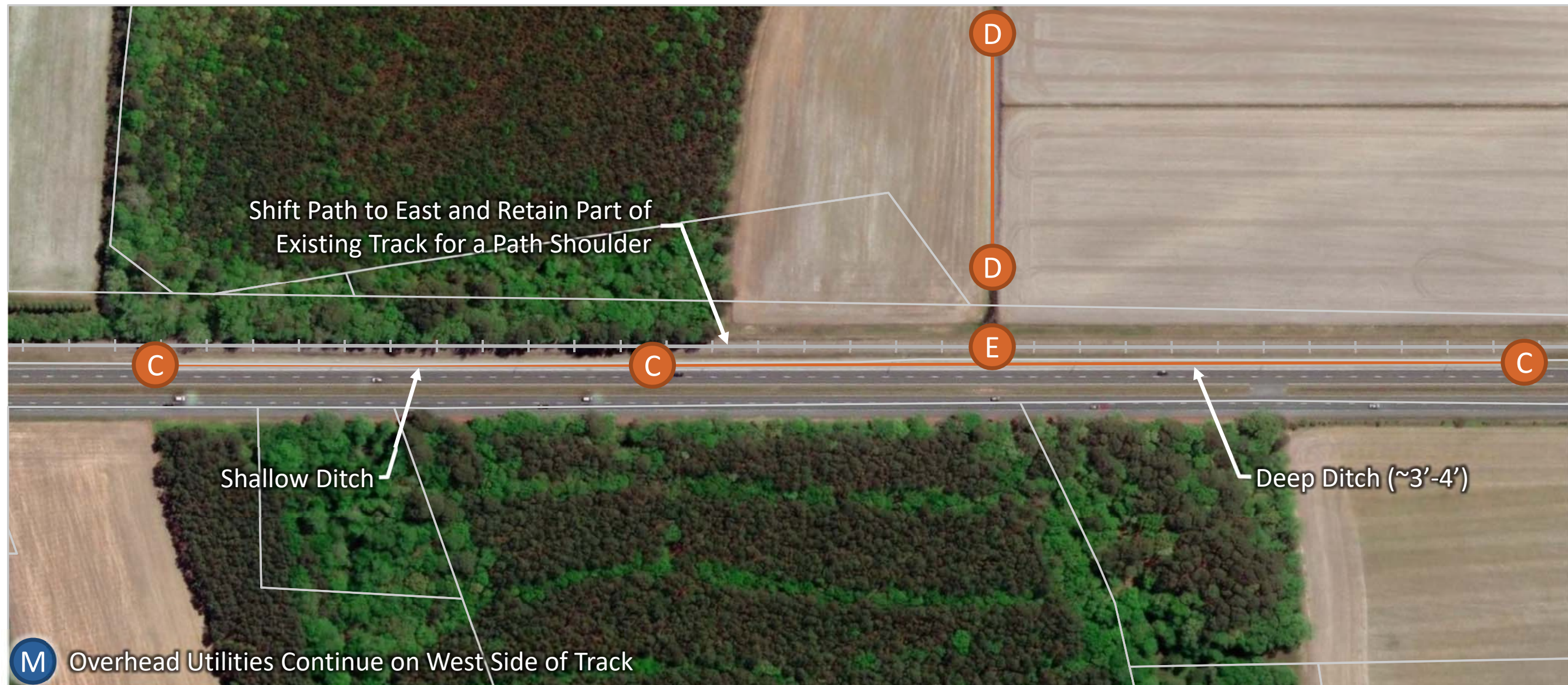
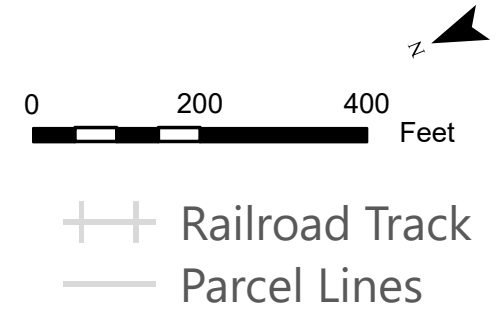
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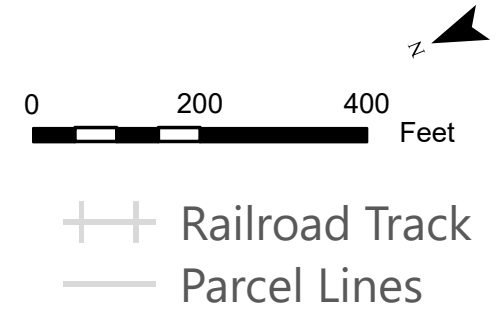
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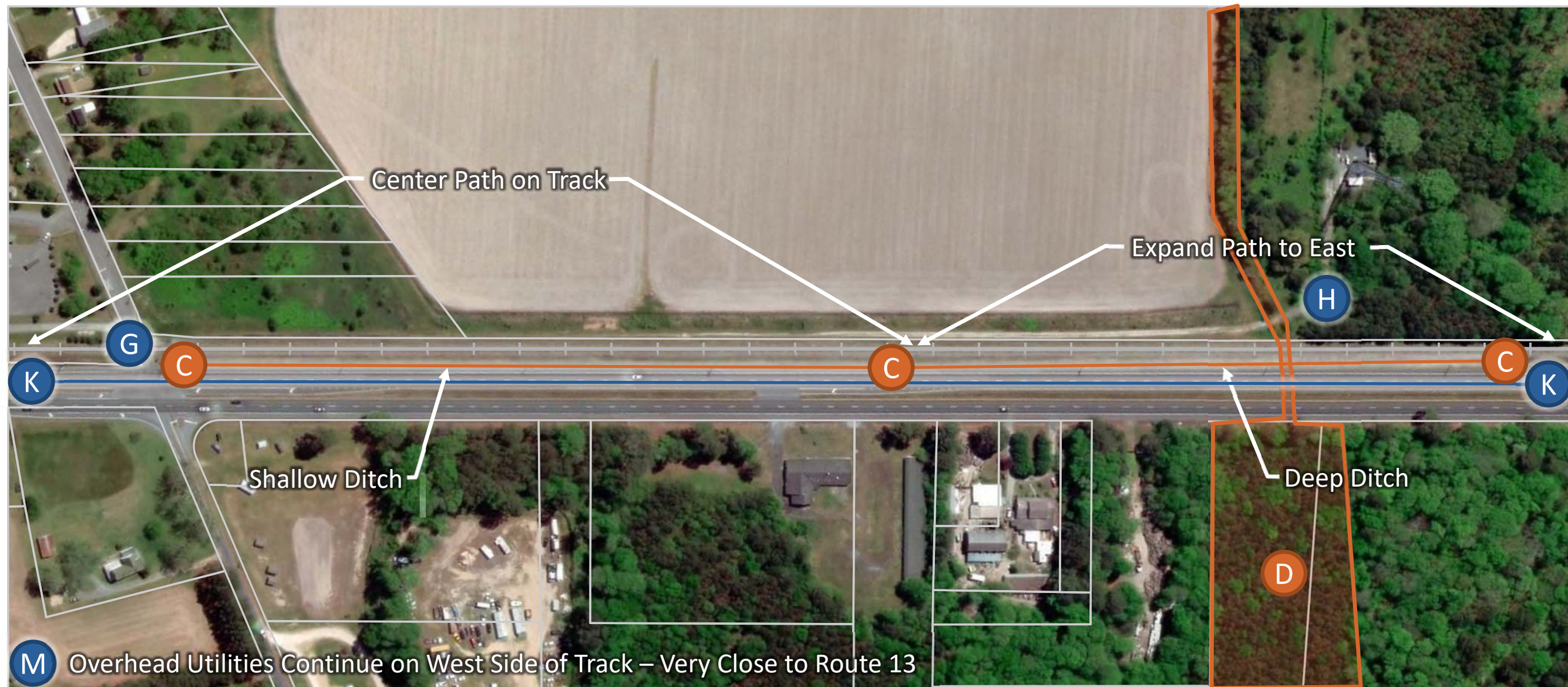
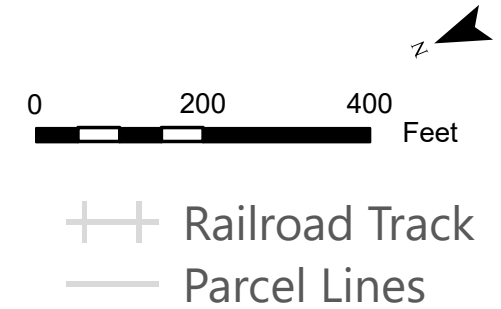
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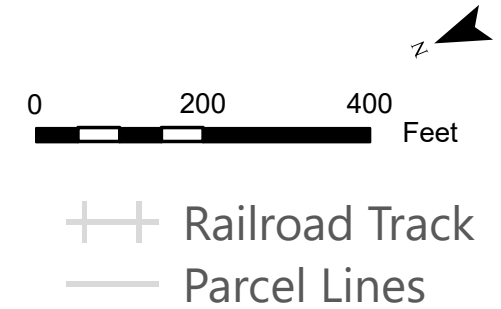
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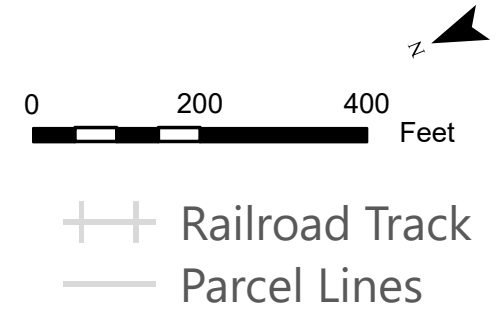
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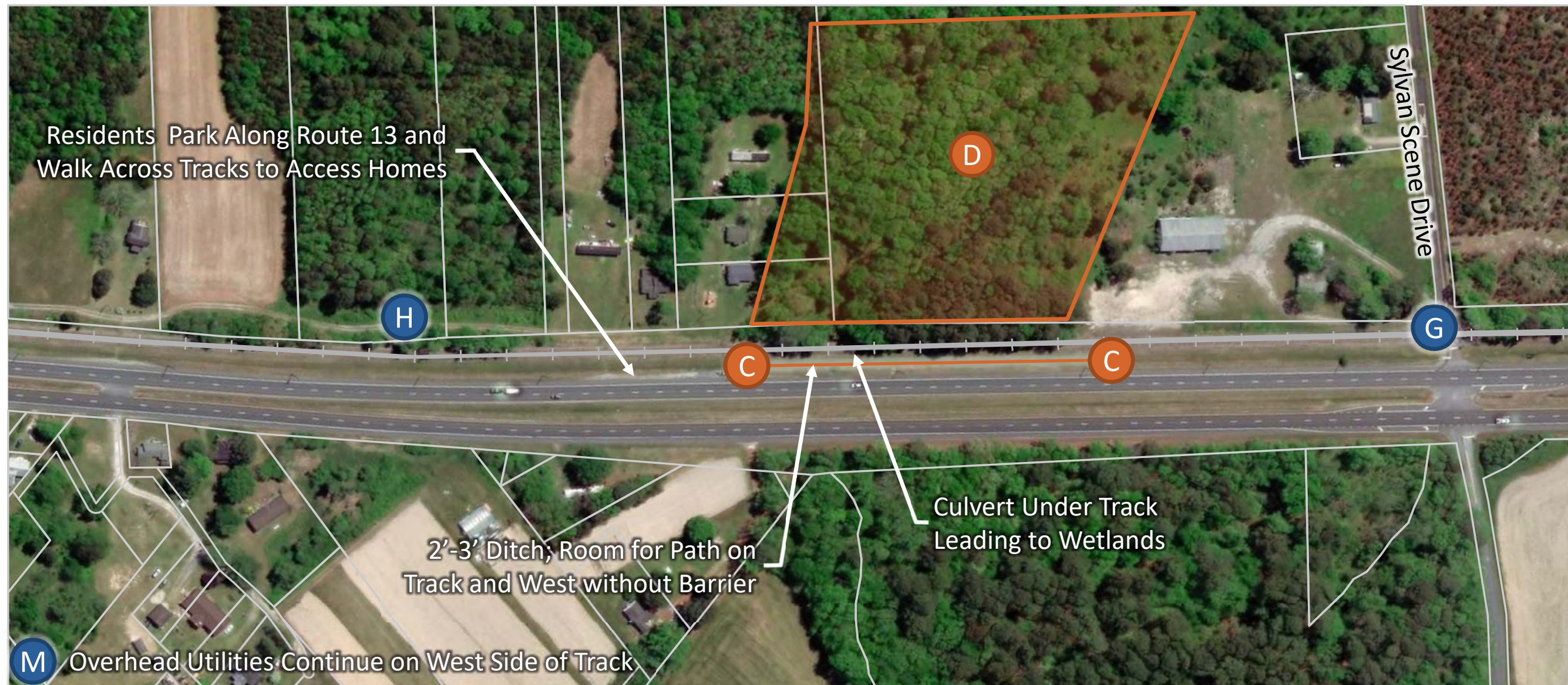
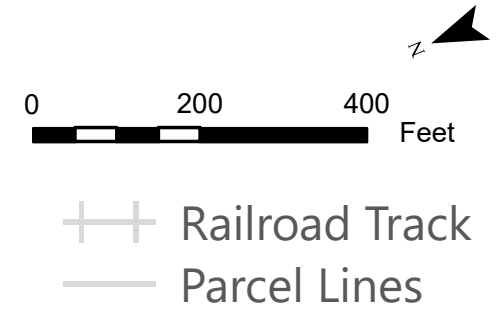
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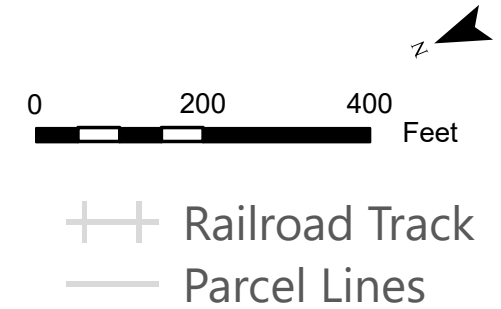
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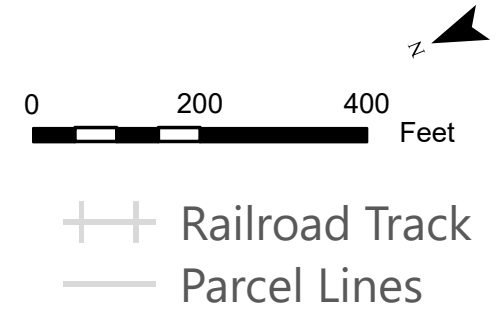
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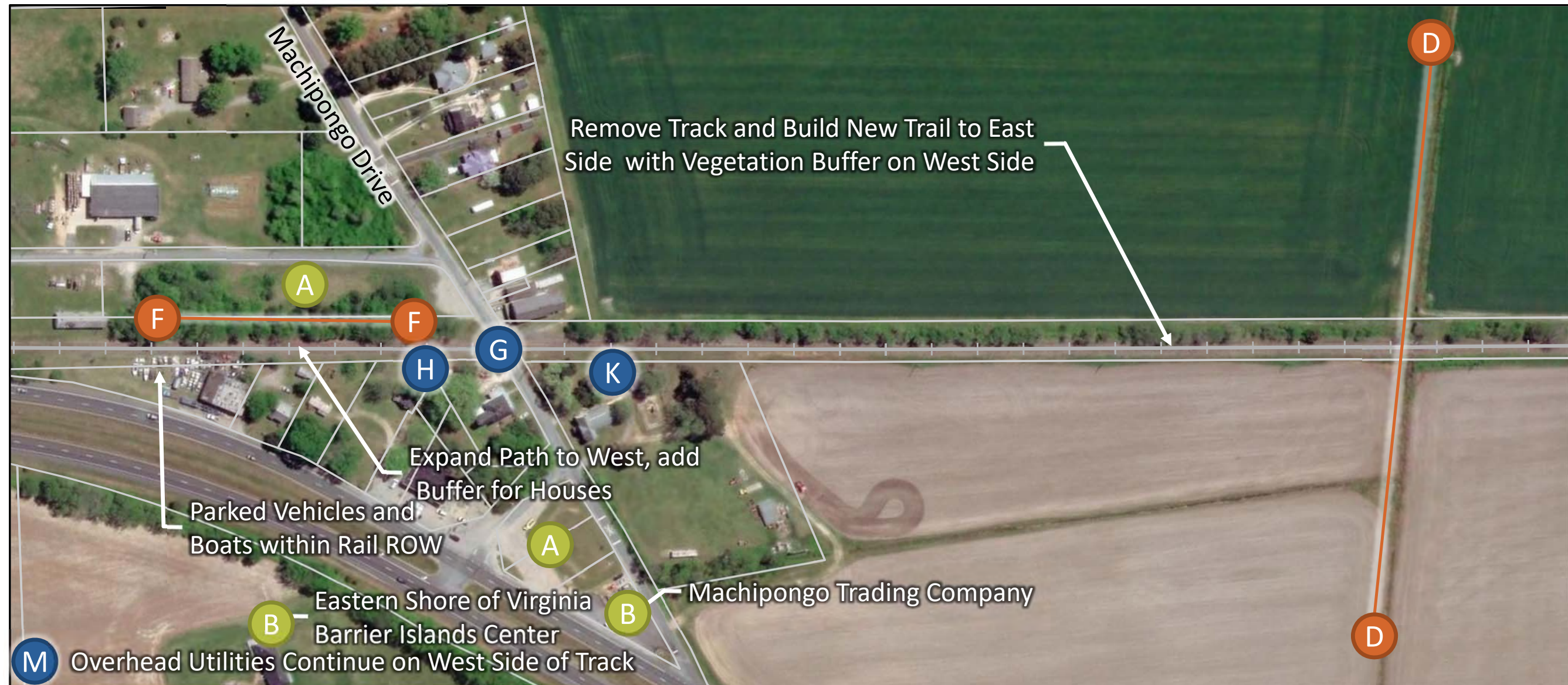
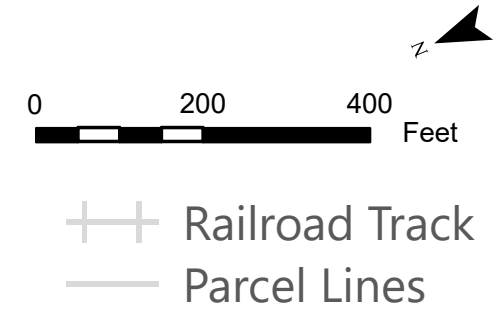
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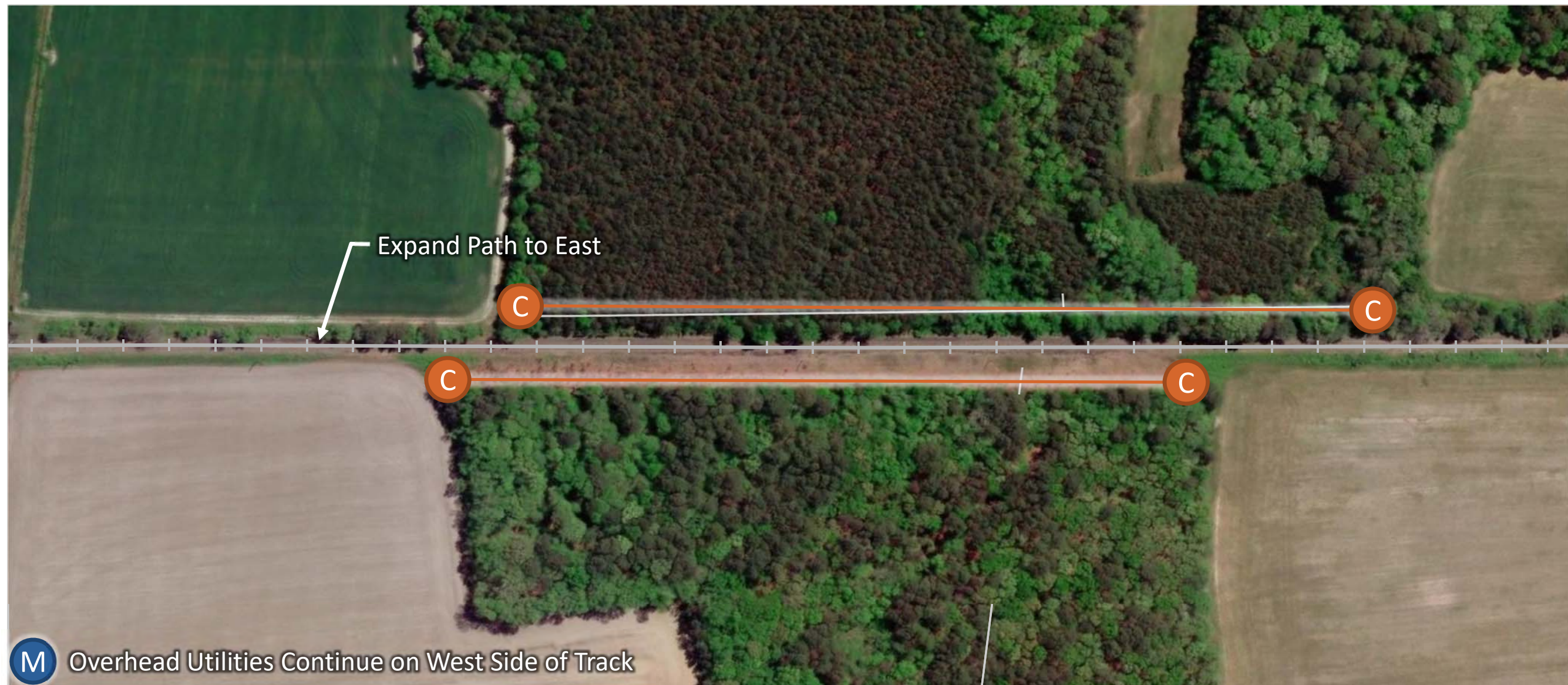
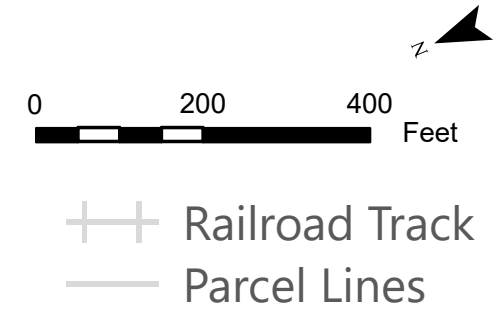
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0 200 400 Feet

⊕ Railroad Track
— Parcel Lines



Attraction Locations

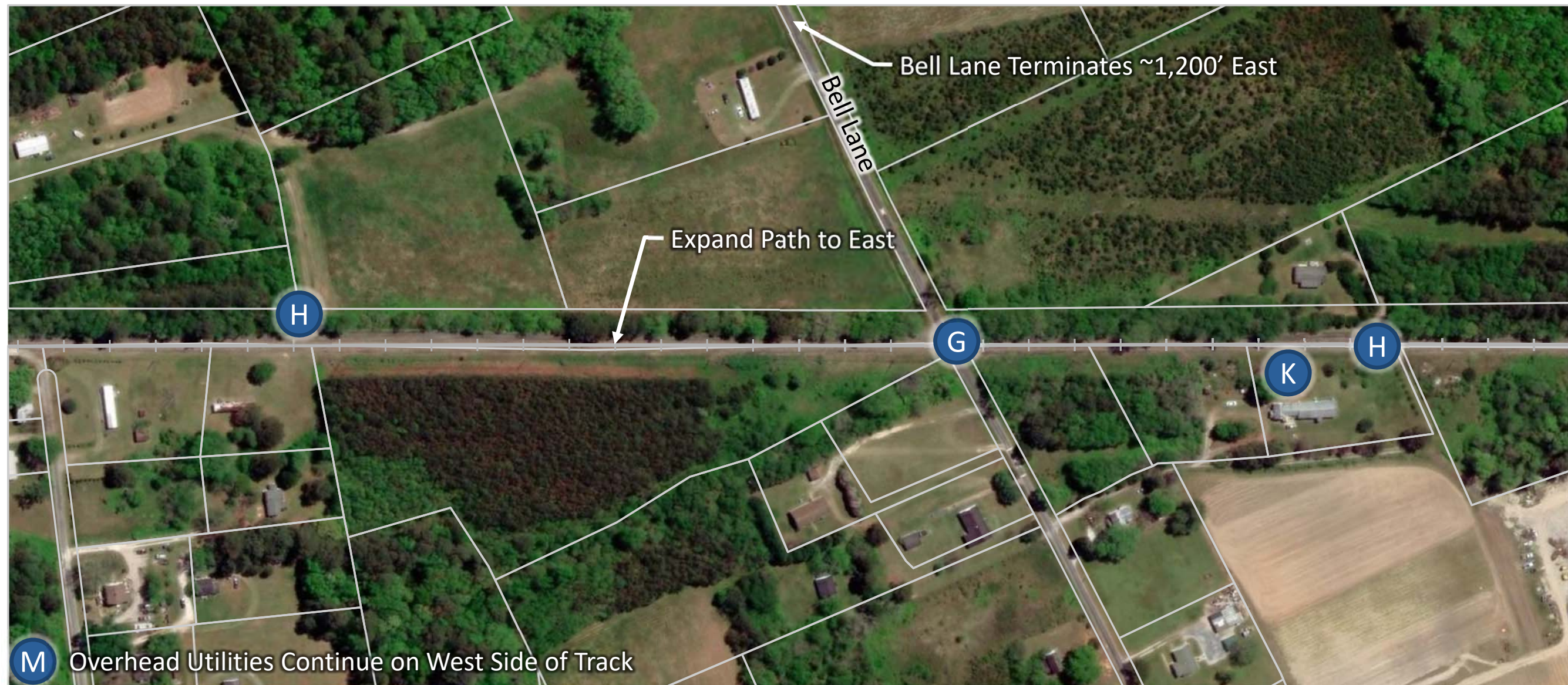
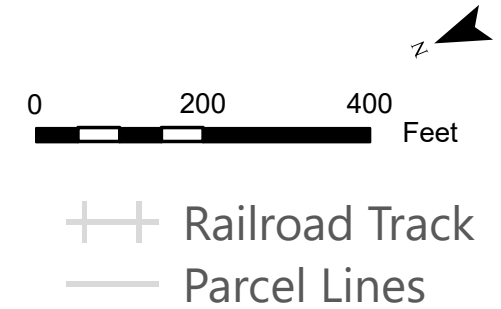
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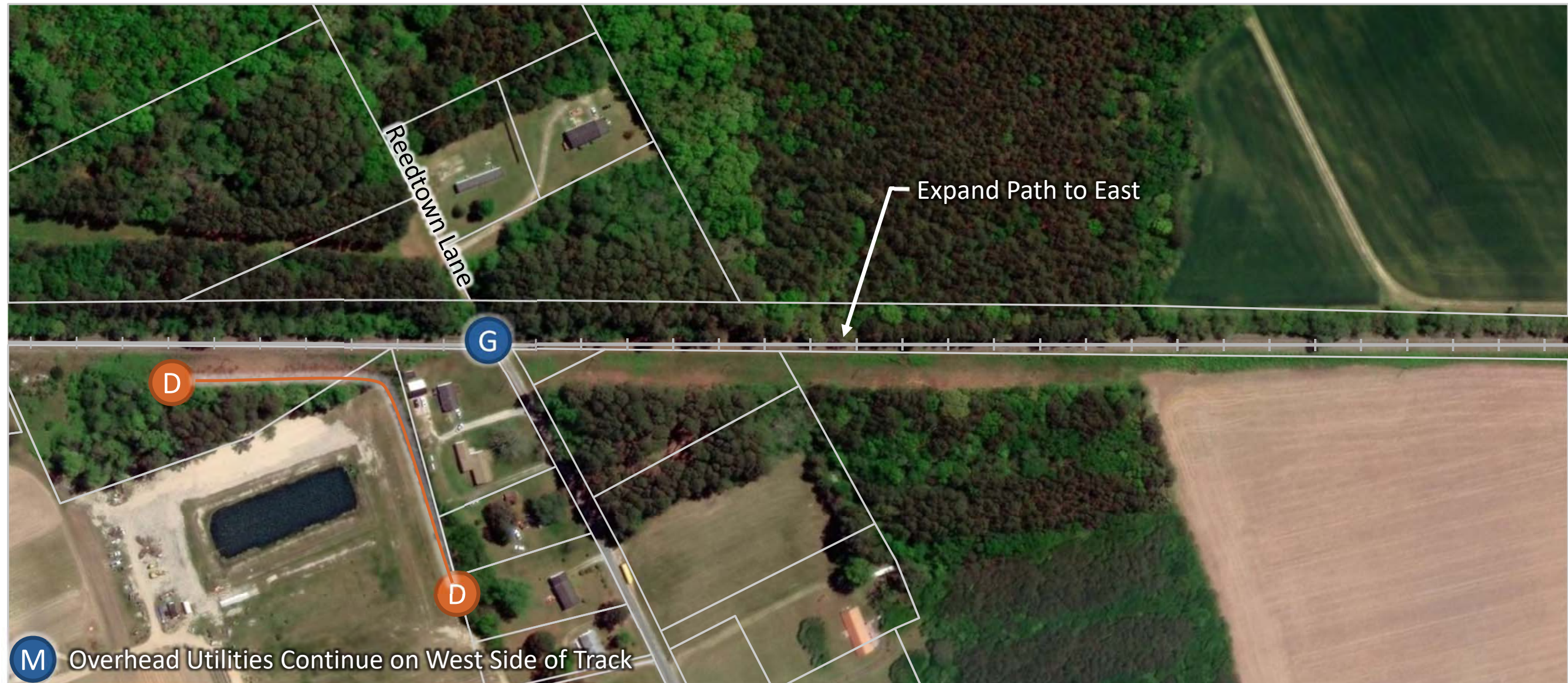
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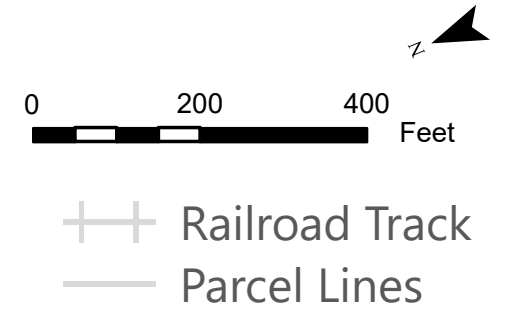
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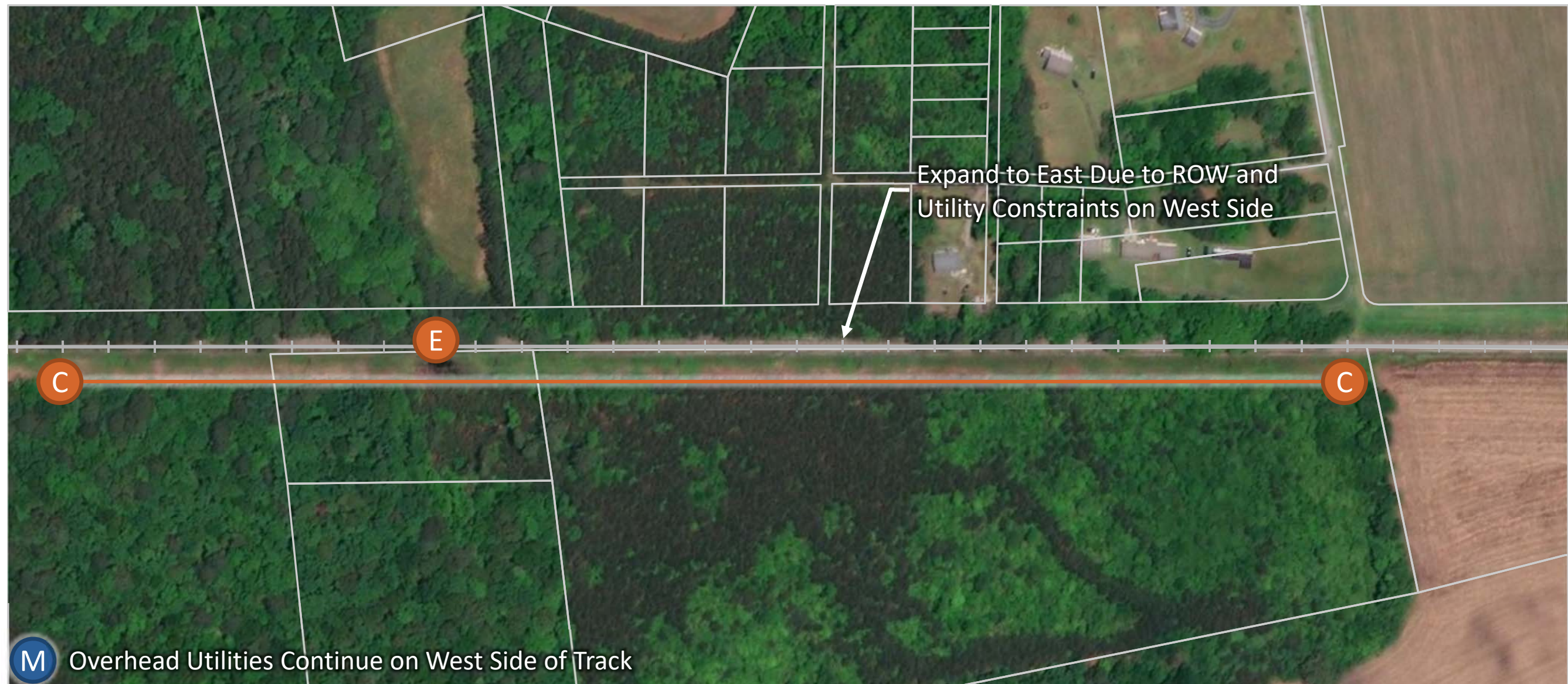
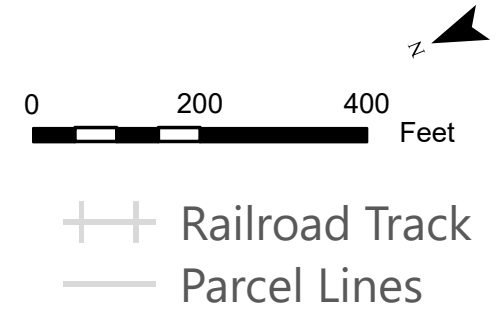
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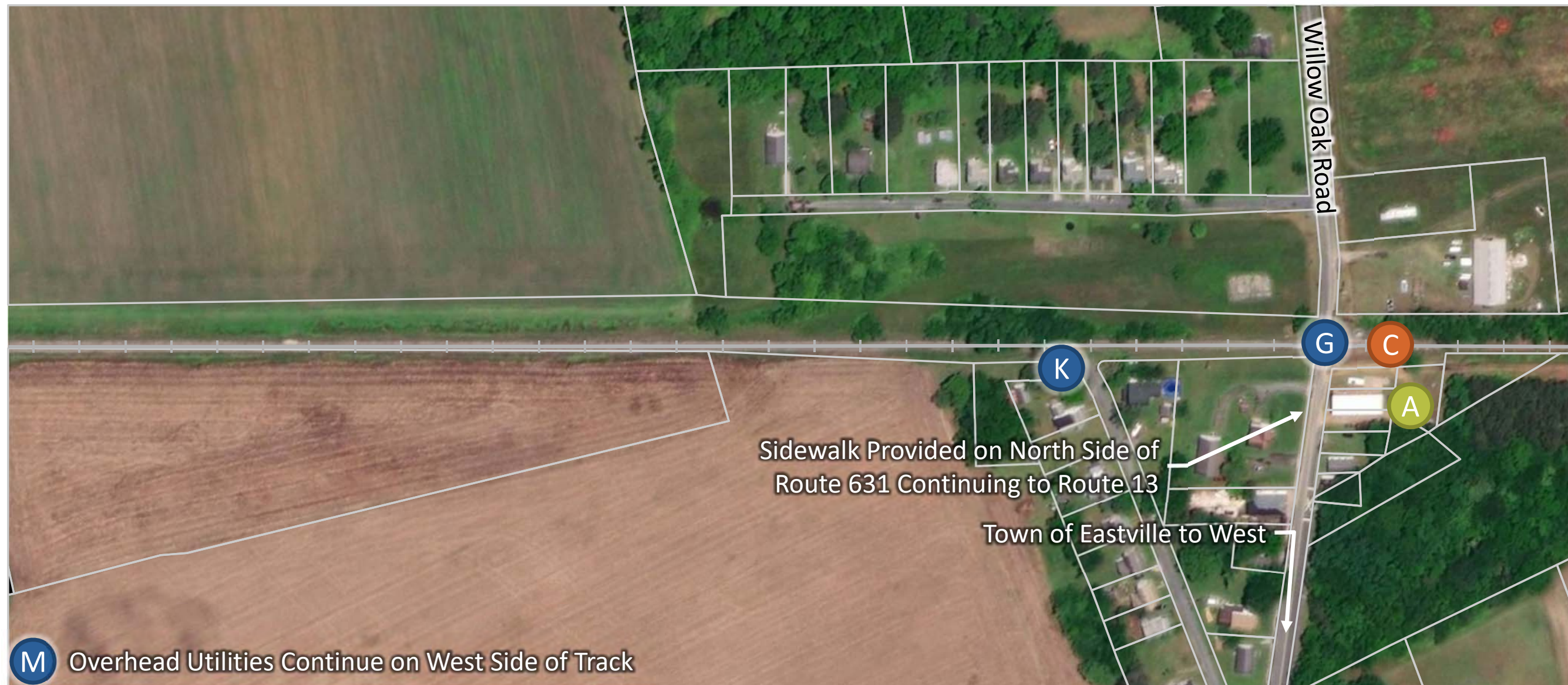
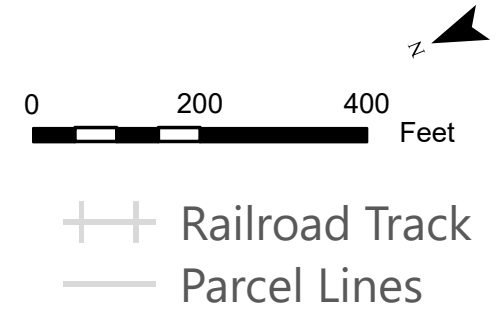
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Possible Trailhead

Possible Attraction

Steep Slope / Ditch

Drainage Area / Wetlands

Drainage Under Track

Trees Very Close to Rail

Road Crossing

Private Driveway

Existing Traffic Signal

Existing Vegetation Buffer

No Buffer Provided

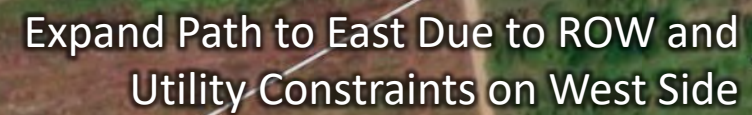
Rail Spur

Overhead Utilities



⊕⊕ Railroad Track

Parcel Lines



M Overhead Utilities Continue on West Side of Track

Attraction Locations

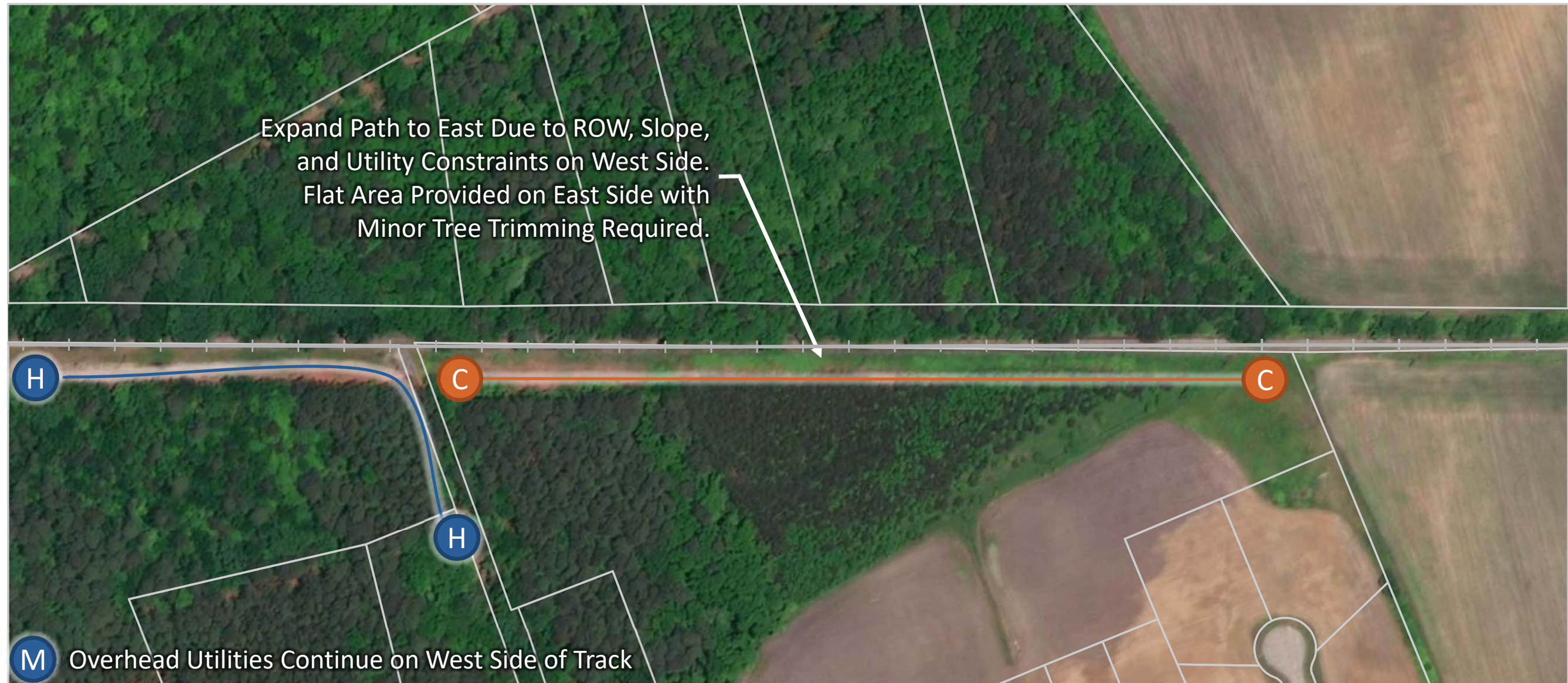
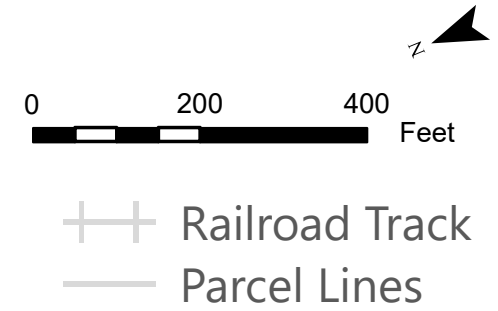
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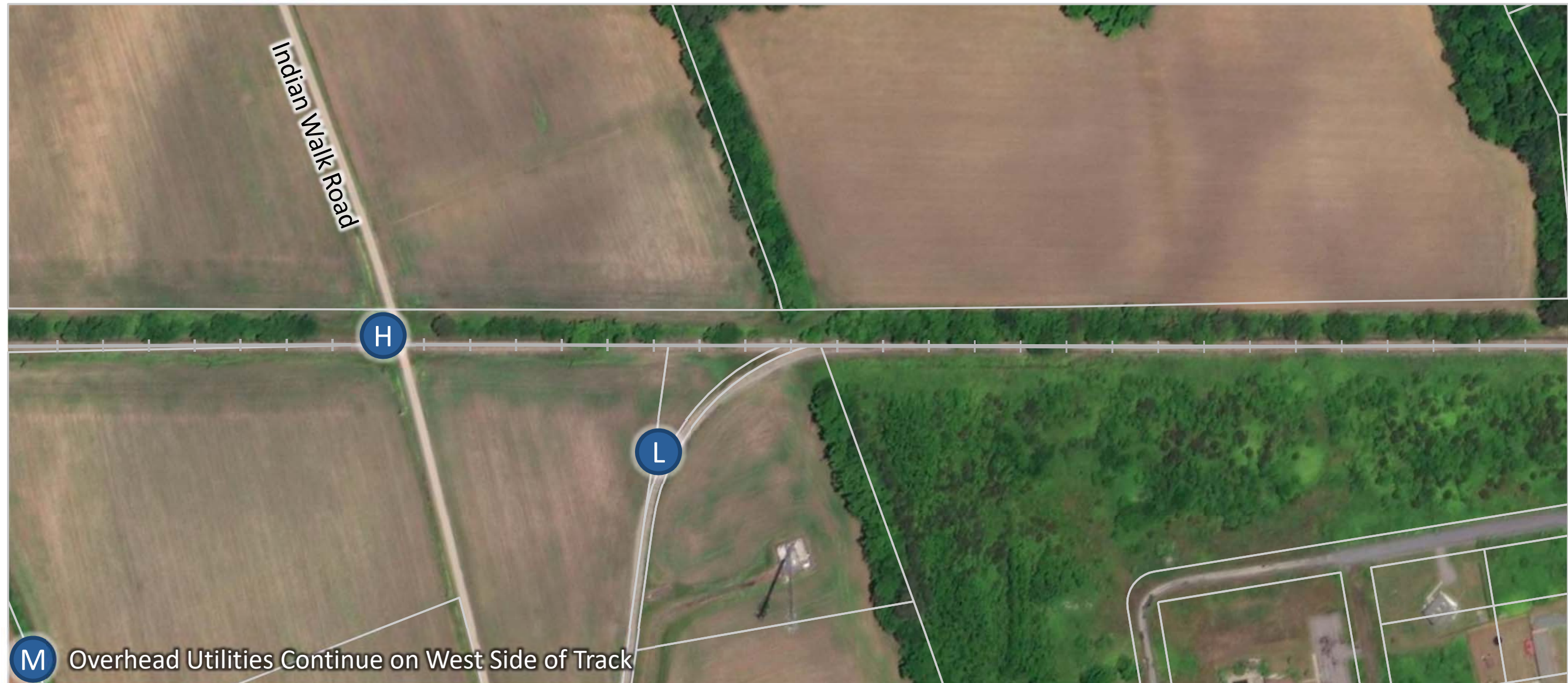
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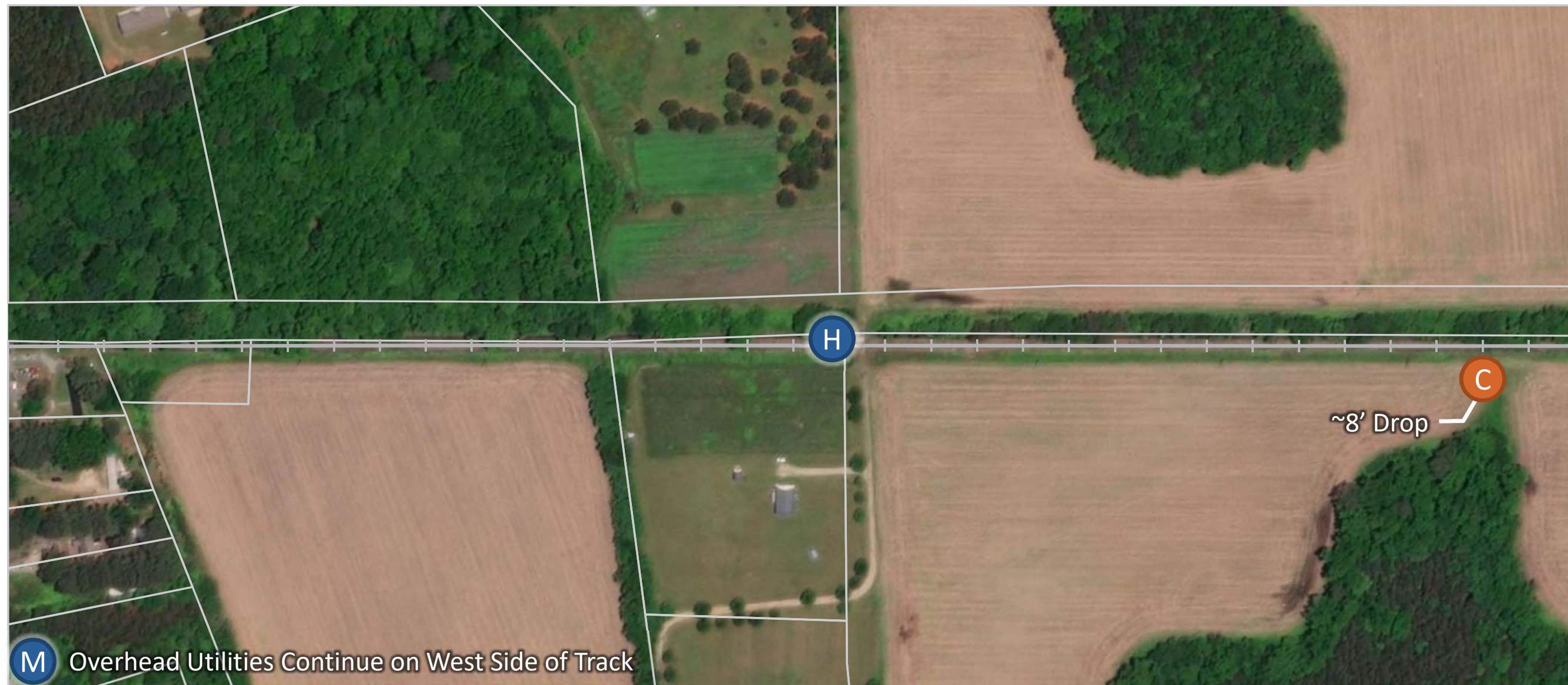
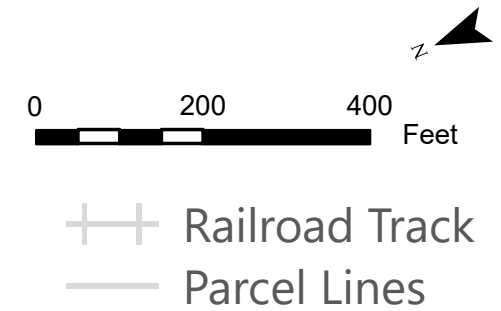
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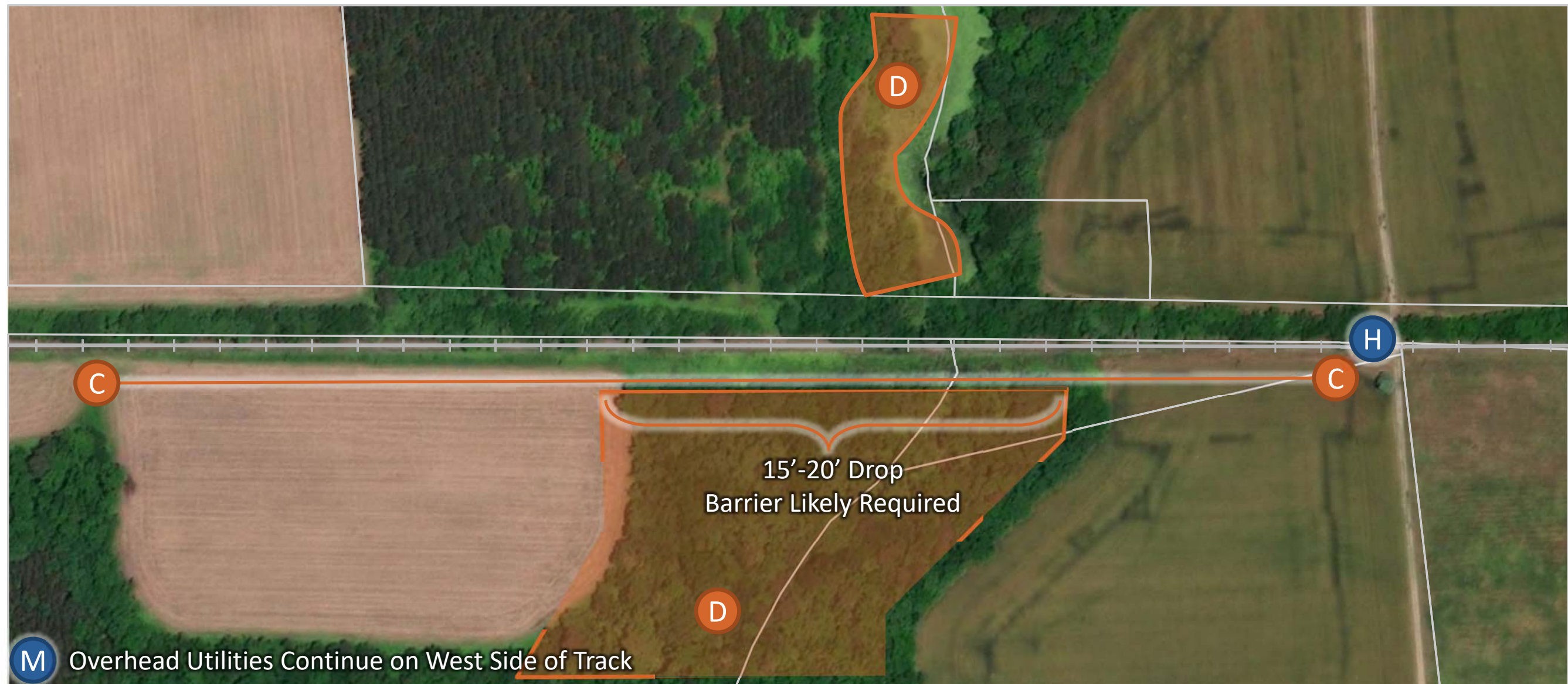
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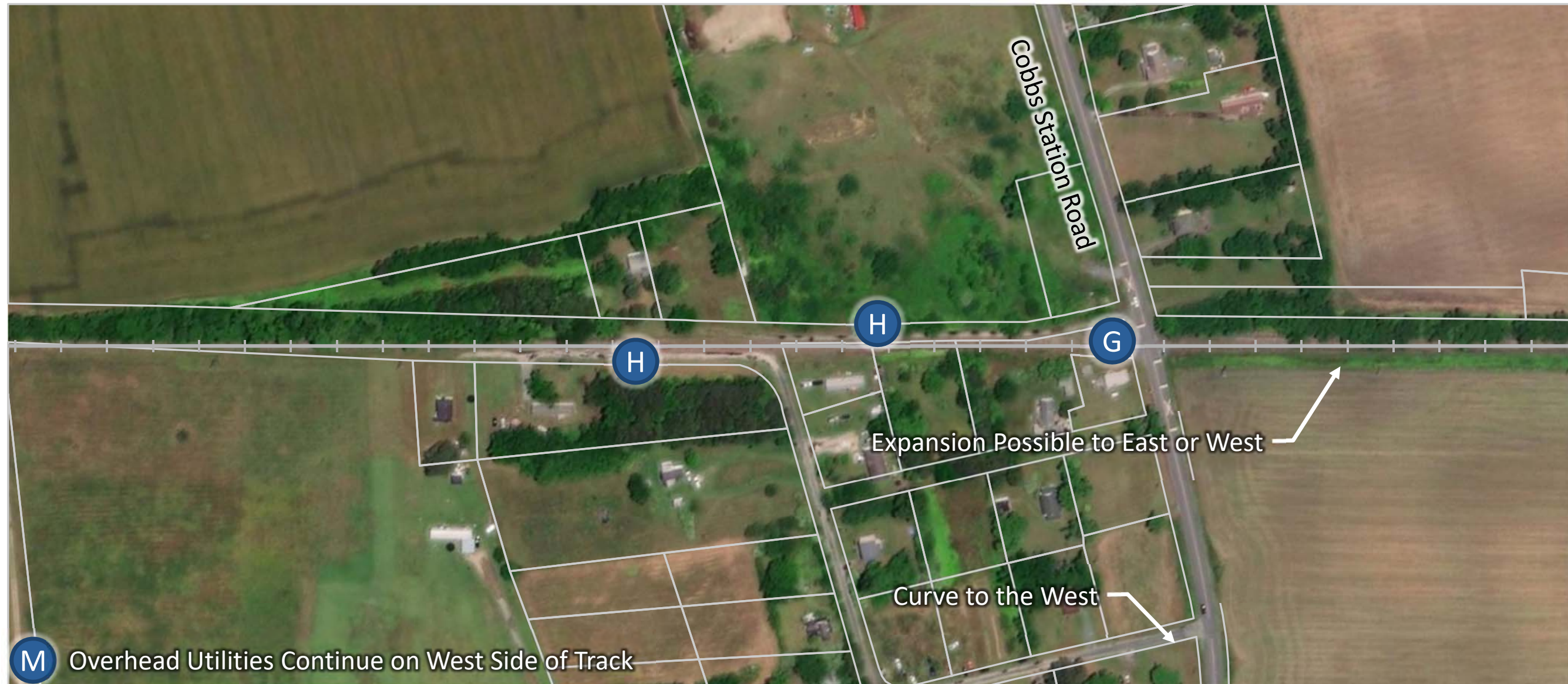
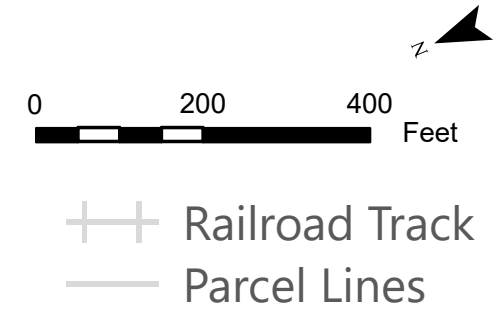
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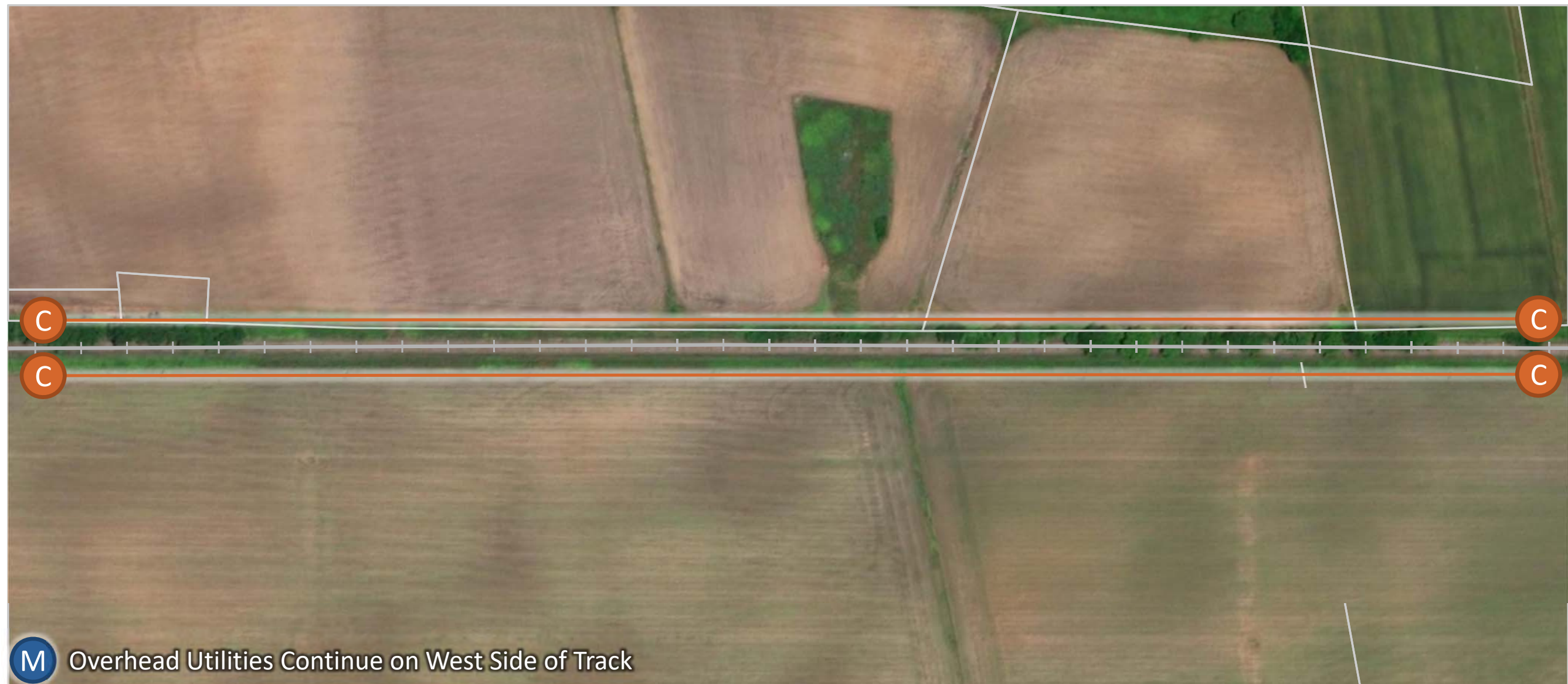
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0 200 400 Feet

⊕ Railroad Track
— Parcel Lines



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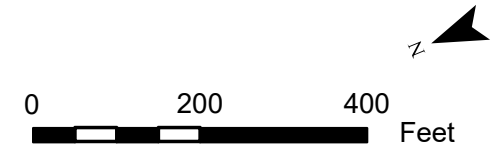
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Railroad Track
 Parcel Lines



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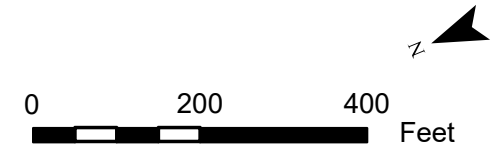
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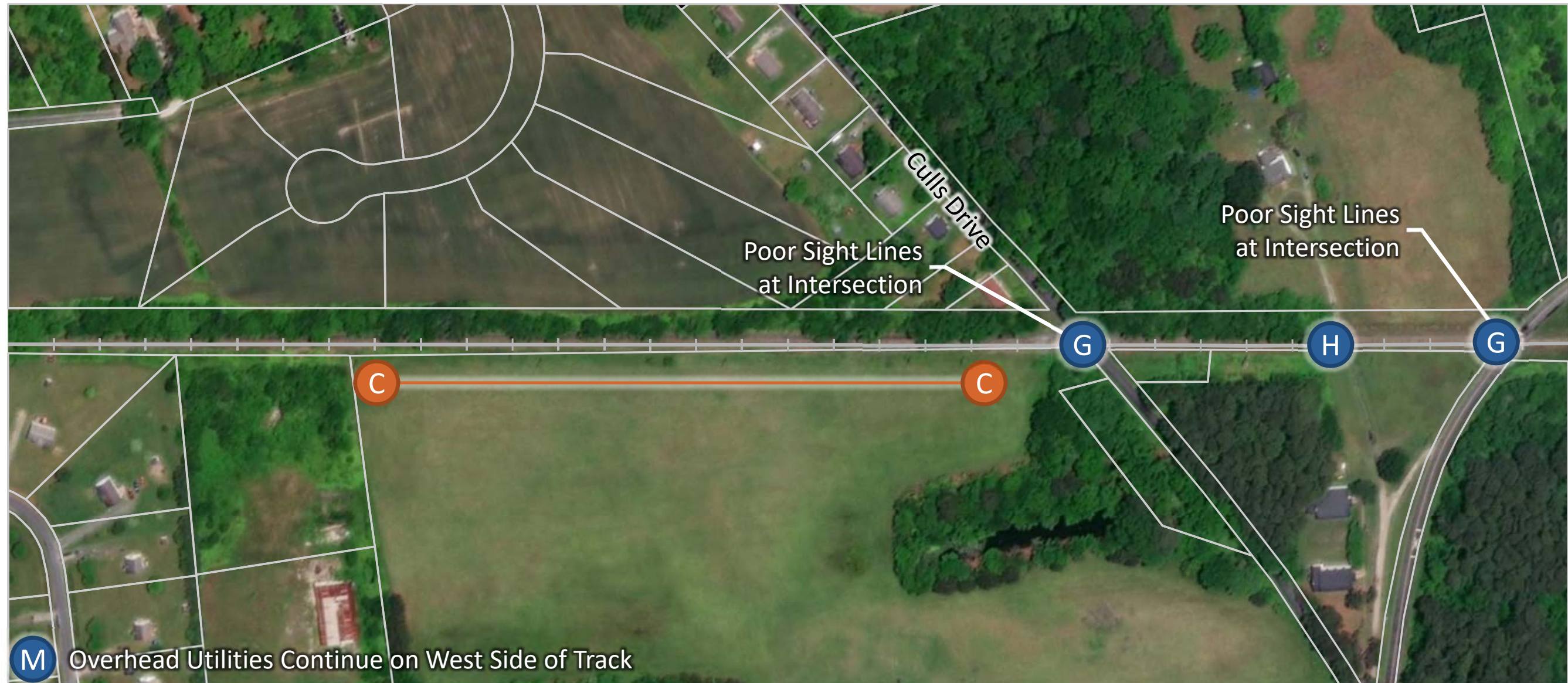
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+ Railroad Track
— Parcel Lines



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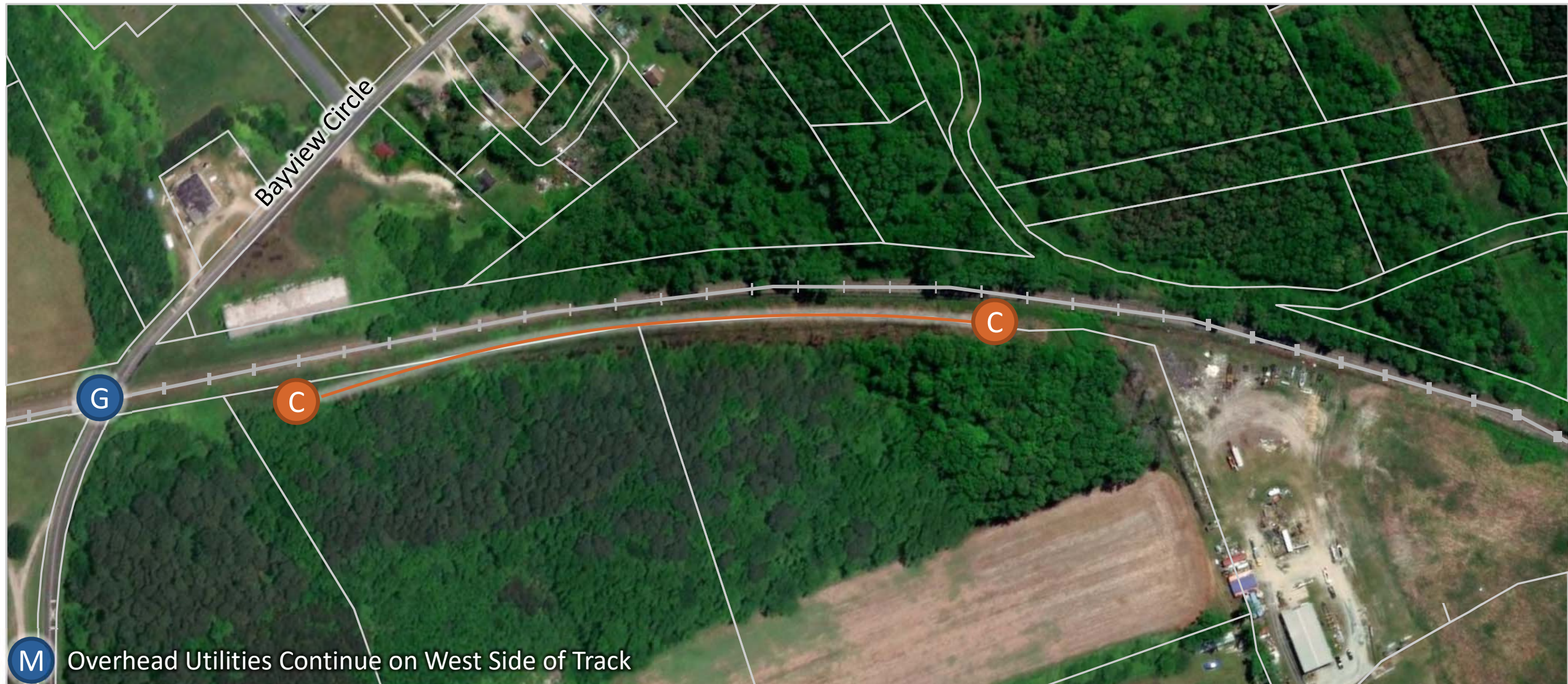
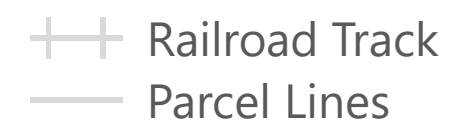
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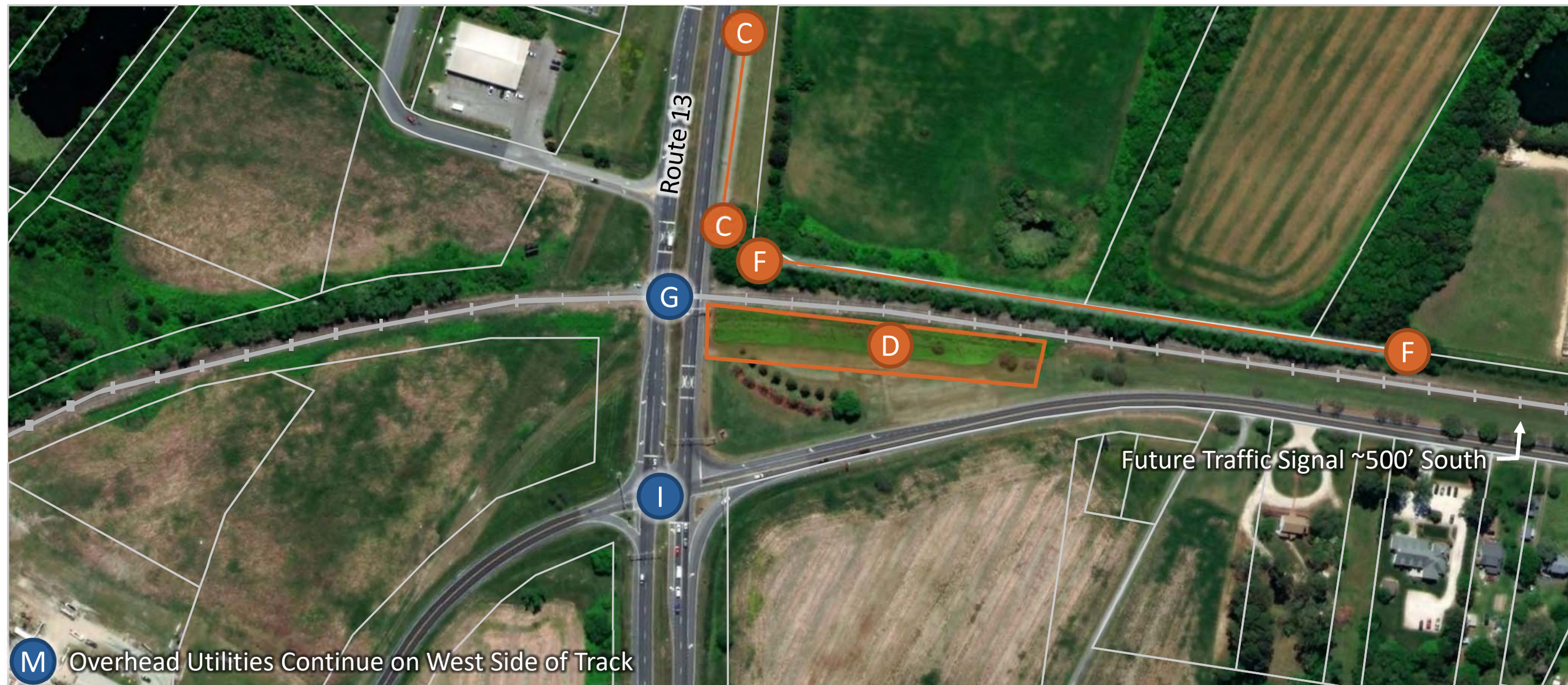
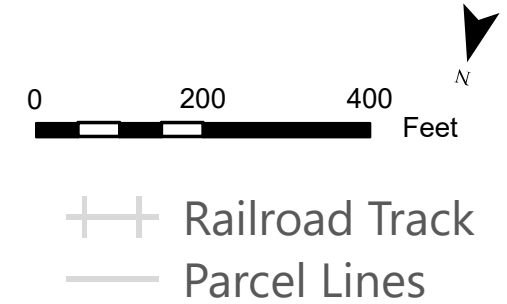
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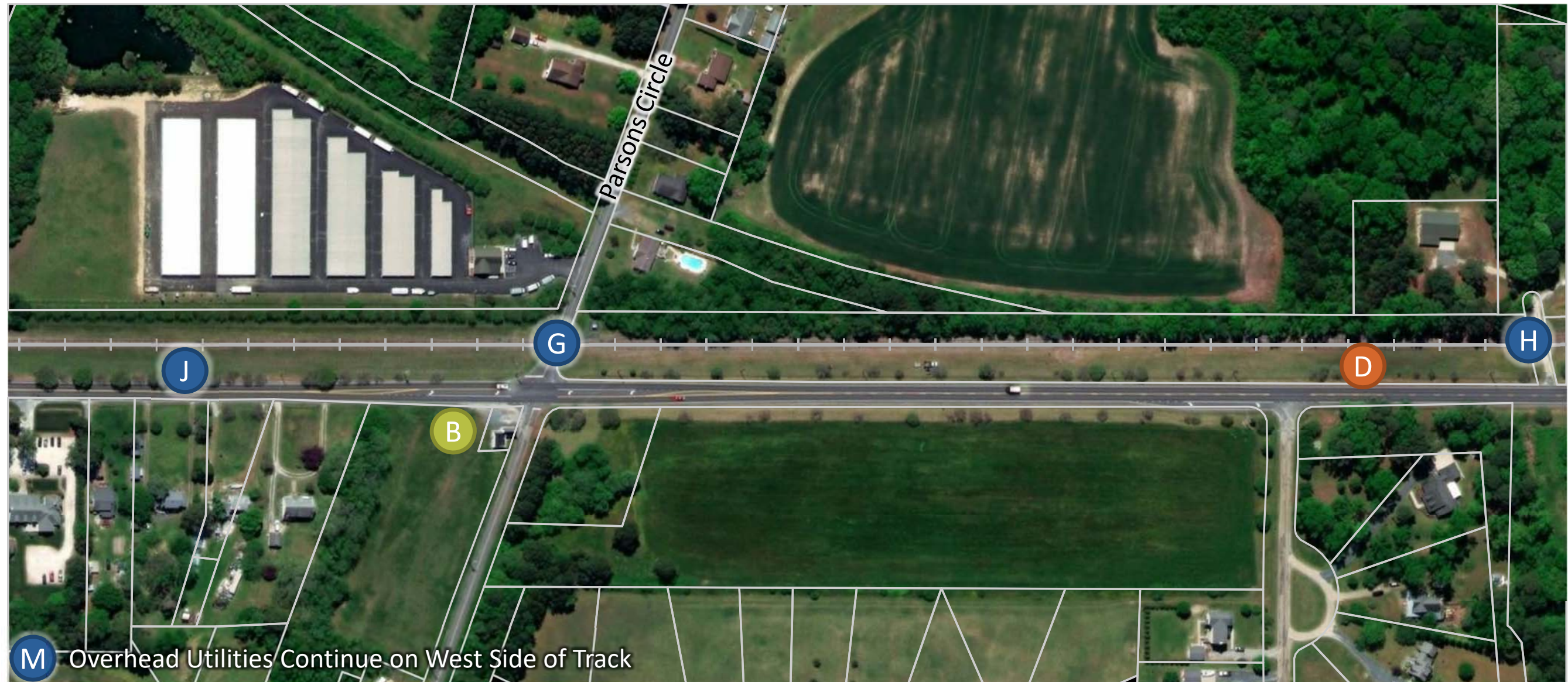
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⊕ Railroad Track
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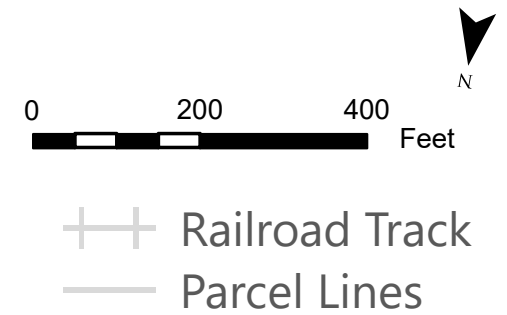
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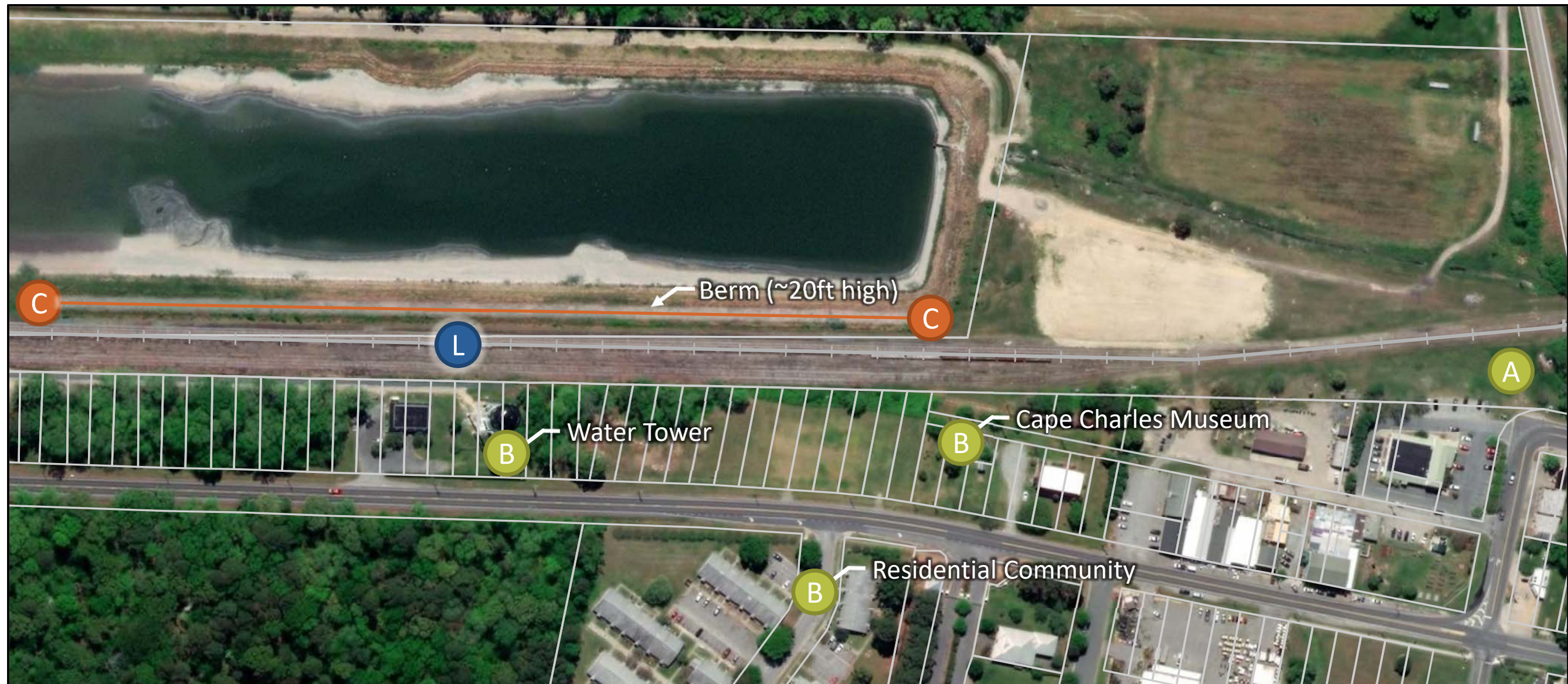
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Appendix C

Environmental Desktop Review Summary

Eastern Shore Rail to Trail Environmental Desktop Review Summary August 2020

Rare, Threatened, and Endangered Species

Introduction

VHB conducted a desktop review in August 2020 to identify possible threatened and endangered (T & E) species on the federal and/or state level that may occur within the vicinity of the proposed alignment. VHB searched the Virginia Department of Wildlife Resources (DWR), Virginia Fish and Wildlife Information Service (VAFWIS) database to identify potential T & E species that may occur within the vicinity of the proposed new trail alignment. In the DWR VAFWIS database search results, VHB considered T & E species with confirmed or potential occurrences within Accomack and Northampton Counties for which potential habitat may occur within the vicinity of the proposed rail to trail project area. The following summarizes these DWR VAFWIS search results for the full alignment as well as for individual segments of the full alignment. Additional review of the project area should be conducted as the project moves forward to determine the potential for any effects to occur on these T & E species.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
roseate tern	<i>Sterna dougallii dougallii</i>	FE SE
northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST
red knot	<i>Calidris canutus rufa</i>	FT ST
eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	SE
peregrine falcon	<i>Falco peregrinus</i>	ST
Henslow's sparrow	<i>Centronyx henslowii</i>	ST
gull-billed tern	<i>Gelochelidon nilotica</i>	ST
Arctic peregrine falcon	<i>Falco peregrinus tundrius</i>	ST
loggerhead shrike	<i>Lanius ludovicianus</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. DWR VAFWIS search results for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the Eastern Shore Community College (ESCC) Entrance Connection, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
roseate tern	<i>Sterna dougallii dougallii</i>	FE SE

northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST
eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	SE
peregrine falcon	<i>Falco peregrinus</i>	ST
Henslow's sparrow	<i>Centronyx henslowii</i>	ST
gull-billed tern	<i>Gelochelidon nilotica</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Cape Charles Segment

Along the Cape Charles Segment of the proposed trail alignment, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	FT ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Onley Segment

Along the Onley Segment of the proposed trail alignment, the following T & E species from the DWR VAFWIS database may have the potential to occur within the vicinity of the alignment:

Common Name	Scientific Name	Status*
gull-billed tern	<i>Gelochelidon nilotica</i>	ST

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened

Onley Segment Alternatives

Within the Onley Segment, several alternatives were considered for connections to local destinations on the northern and southern end of the segment. A preliminary desktop review of the DWR VAFWIS database showed no differences in the potential for T & E species to occur within the vicinity of the three proposed alternative alignments.

Cultural Resources

Introduction

VHB conducted a desktop review in August 2020 to identify possible historic or archeological resources within the vicinity of the proposed alignment. VHB searched the Virginia Department of Historic Resources (DHR) archives database, Virginia Cultural Resource Information System (VCRIS) to identify potential resources within 50 feet of the proposed new trail alignment. In the VCRIS search results, VHB identified resources that have been previously surveyed and were determined to be listed in the National Register of Historic Places (NRHP), eligible for listing in the NRHP, or have not yet been evaluated for eligibility by DHR. Properties in the VCRIS database that are determined to be not eligible for listing in the NRHP are not considered historic and were therefore excluded from this survey. Individual resources contributing to a historic district were considered as part of the overall historic district. No archeological resources were identified through the VCRIS archives search. The following summarizes the VCRIS archives search results for the full alignment as well as for individual segments of the full alignment.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, 8 resources are listed in the NRHP and the Virginia Landmarks Register (VLR) or are considered eligible for listing in the NRHP and VLR, including 6 historic districts and 2 individual properties. Additionally, there are 19 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 3 historic districts and 16 individual properties. These resources are listed in the table below:

DHR ID	Property Name	Property Type	Evaluation Status
214-0040	Eastville/Eastville Station Historic District	Historic District	NRHP, VLR Listed
267-5005	Northampton Lumber Company Historic District	Historic District	NRHP, VLR Listed
217-5001	Exmore Commercial Historic District	Historic District	Eligible
246-0027	Keller Historic District	Historic District	Eligible
169-5001	Bloxom Historic District	Historic District	Eligible
274-5001	Town of Onley Historic District	Historic District	Eligible
065-0091	Holmes Presbyterian Church	Individual	Eligible
214-0038	Brown Hotel, 6138 James Street	Individual	Eligible
276-5002	Painter Historic District	Historic District	none
278-0003	Parksley Historic District	Historic District	none
188-0024	Cheriton Historic District	Historic District	none
001-5240	House, 16329 Hopeton Road	Individual	none
001-5241	Store, 25181 Dennis Drive	Individual	none
001-5331	House, 18060 Hopeton Road	Individual	none
169-0001	Bloxom Railroad Depot Complex	Individual	none
276-5001	Abandoned Houses, 17160 Elmore Farm Lane	Individual	none
065-0017	Eastville Station, Penn Central Railroad Depot	Individual	none
065-0242	C.F. Wilson House, Holmes Presbyterian Church	Individual	none
065-0243	Bayview Railroad Station	Individual	none
065-0297	House, Casey Lane	Individual	none
065-0416	Bracey House	Individual	none
065-5091	House, 14070 Jordan Road	Individual	none

DHR ID	Property Name	Property Type	Evaluation Status
065-5097	House, 11179 Parallel Road	Individual	none
065-5098	House, 11257 Parallel Road	Individual	none
188-0005	Station, Northampton County	Individual	none
188-0007	House, Route 639	Individual	none
217-0004	Exmore Station	Individual	none

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. VCRIS archives search results for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the ESCC Entrance Connection, 2 resources are considered eligible for listing in the NRHP, including 2 historic districts. Additionally, there are 6 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 1 historic district and 5 individual properties. These resources are listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
169-5001	Bloxom Historic District	Historic District	Eligible
274-5001	Town of Onley Historic District	Historic District	Eligible
278-0003	Parksley Historic District	Historic District	none
001-5240	House, 16329 Hopeton Road	Individual	none
001-5331	House, 18060 Hopeton Road	Individual	none
169-0001	Bloxom Railroad Depot Complex	Individual	none
001-5241	Store, 25181 Dennis Drive	Individual	none
001-5330	House, 17188 Hopeton Road	Individual	none

Cape Charles Segment

Along the Cape Charles Segment of the proposed trail alignment, 1 resource is listed in the NRHP, a historic district. Additionally, there are 2 resources that have not been evaluated by DHR and would require further survey to determine whether or not they are eligible for listing in the NRHP, including 2 individual properties. These resources are listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
182-0002	Cape Charles Historic District	Historic District	NRHP, VLR Listed
065-5085	Warehouse, 22435 Junction Lane	Individual	none
065-5078	Gas Station, 3255 Stone Road	Individual	none

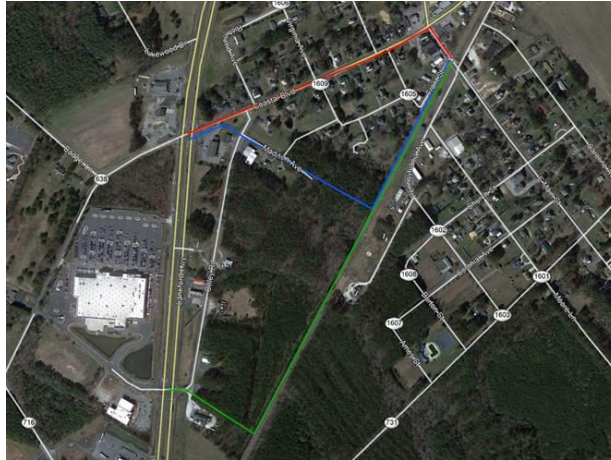
Onley Segment

Along the Onley Segment of the proposed trail alignment, 1 resource is listed in the NRHP, a historic district. No additional resources were identified by the VCRIS archives search that would require further survey within the vicinity of this segment. The eligible resource is listed in the table below:

DHR ID	Resource Name	Property Type	Evaluation Status
274-5001	Town of Onley Historic District	Historic District	Eligible

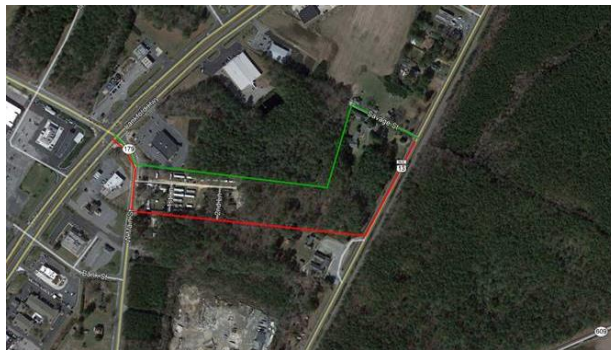
Southern Alternatives

Within the Onley Segment, several alternatives were considered for connections to local destinations. On the southern end of the Onley Segment, three alternatives were considered, shown below. All three alternatives (green, blue, and red) travel through the Town of Onley Historic District. The green and blue alternatives travel the same route within the historic district, which is limited to the existing railroad right-of-way. The red alternative, however, travels outside of the existing railroad right-of-way and for a longer distance than either the green or blue alternative. Therefore, the red alternative may have a greater potential for impacts on the historic district than does either the green or blue alternative.



Northern Alternatives

On the northern end of the Onley Segment, two alternatives were considered, shown below. However, no resources were identified by the VCRIS archives search within the vicinity of either the green or the red alternative; therefore, there may be no difference in the potential for impacts on historic resources for either alternative.



Wetlands and Streams

Introduction

VHB conducted a desktop review in September 2020 to identify possible wetlands and streams that may occur within the vicinity of the proposed Eastern Shore rails to trails project alignment. VHB used the National Wetlands Inventory (NWI) Geographic Information System (GIS) data to identify potential wetlands and streams that may occur within a 30-foot corridor of the proposed trail alignment (15 feet on each side of the proposed trail centerline). The following summarizes the results of this analysis for the full alignment as well as for three individual segments of the trail. Additional review of the project area should be conducted as the project moves forward to determine the potential for any impacts to occur.

Full Alignment

Along the entire alignment proposed for the Eastern Shore Rail to Trail project, NWI indicated that palustrine emergent marsh (PEM) and palustrine forested/shrub wetland (PFO/PSS) occur within the proposed trail corridor. Approximate acreages of each are provided in the following table:

Wetland Type	Acreage (ac.)
Palustrine emergent marsh (PEM)	1.6
Palustrine forested/shrub wetland (PFO/PSS)	3.4

NWI also indicated that streams occur within the proposed alignment of the trail. The approximate length of streams occurring within the 30-foot corridor totals 4,316 linear feet.

Individual Segments

Three segments of the overall alignment were further considered, including the Accomack Segment, the Cape Charles Segment, and the Onley Segment. Wetlands and streams, as indicated by NWI, present within the 30-foot corridor for these three segments are summarized below.

Accomack Segment

Along the Accomack Segment of the proposed trail alignment, including the ESCC Entrance Connection, the NWI indicated PEM and PFO/PSS wetlands present within trail corridor as follows:

Wetland Type	Acreage (ac.)
Palustrine emergent marsh (PEM)	0.8
Palustrine forested/shrub wetland (PFO/PSS)	4.4

NWI also indicates approximately 1,917 linear feet of stream occur within the corridor of the trail segment.

Cape Charles Segment

According to the NWI, no wetlands or streams occur within the corridor of the Cape Charles Segment.

Onley Segment

Along the Onley Segment of the proposed trail alignment, the NWI indicated the following wetlands present within the proposed trail corridor:

Wetland Type	Acreage (ac.)
Palustrine forested/shrub wetland (PFO/PSS)	0.5

Also, approximately 39 linear feet of stream occur within the trail corridor along the Onley Segment.

Onley Segment Alternatives

Five alternatives are proposed for the Onley segment including two at the north end of the segment and three at the south end. The NWI data indicated there is no difference in wetland presence between the alternatives, and therefore, none of the alternatives provides a greater likelihood for wetland and stream impacts.



Appendix D

Final Concept Graphics

D1 – Concept Alignment

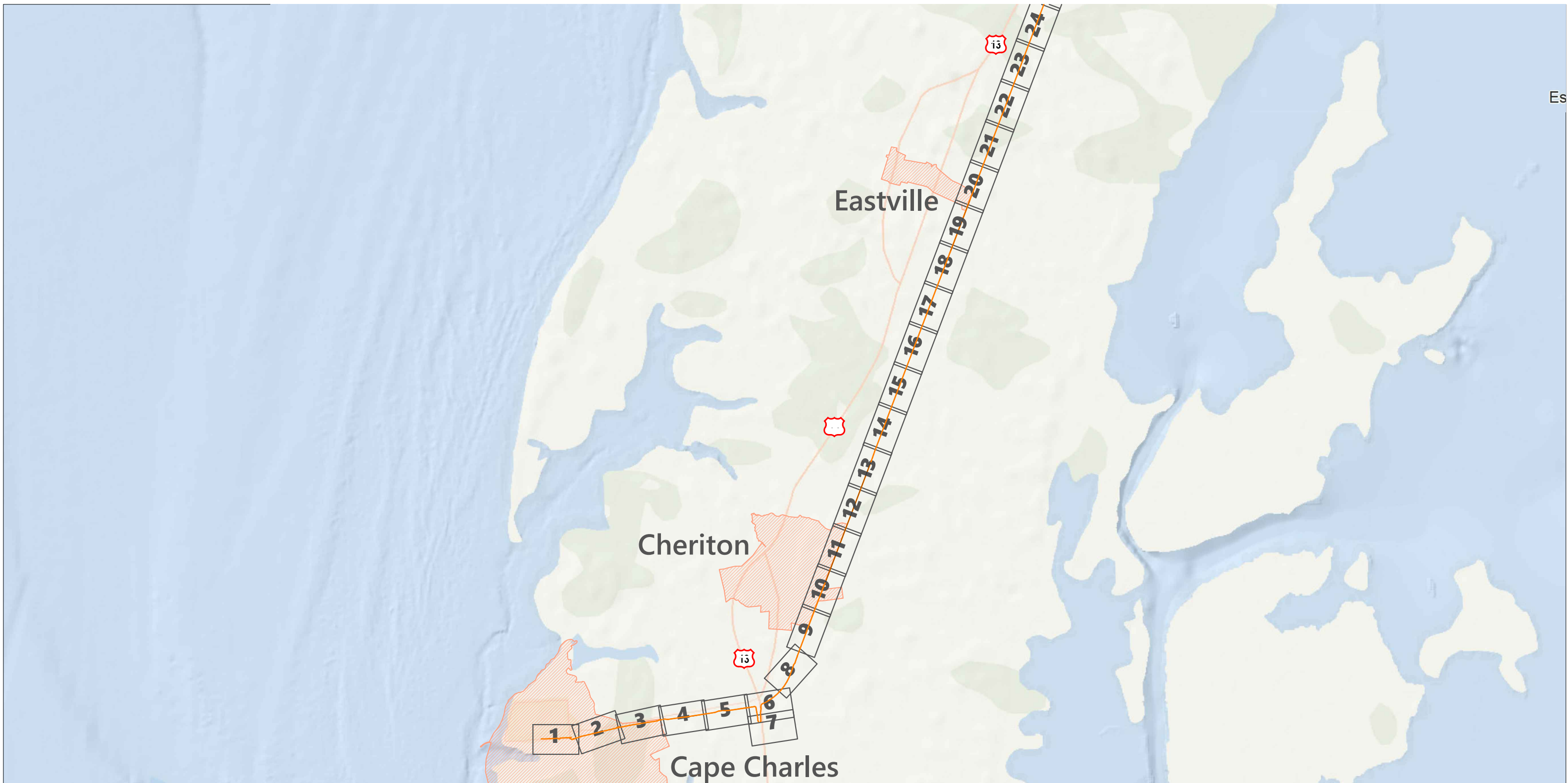
D2 – Typical Crossings

D3 – Typical Sections

D4 – Planning-Level Cost Estimates



Appendix D1 – Concept Alignment



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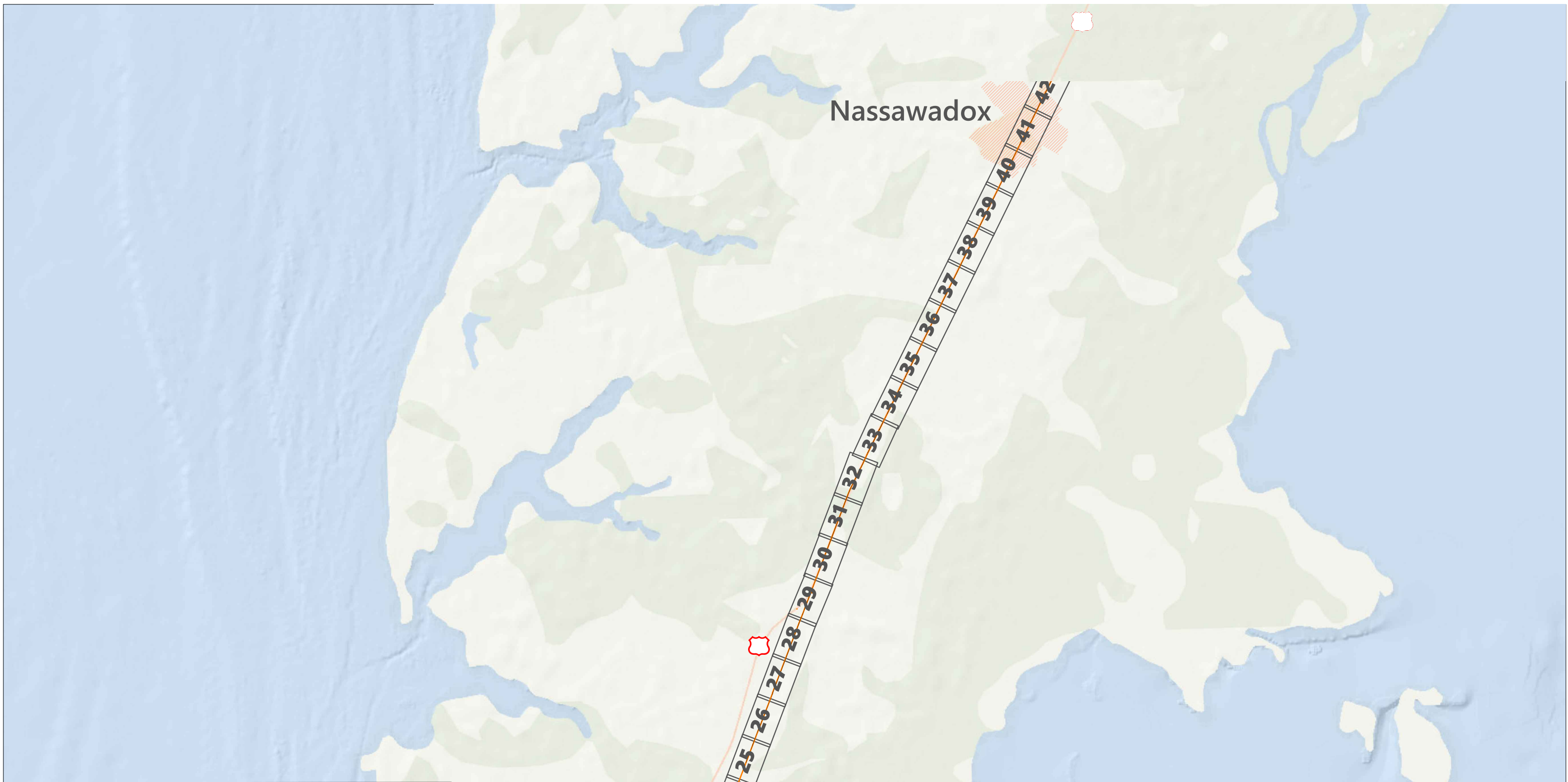
M1 OF M6
PROJECT NO. 46267-1-17-37

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS, AND COSTS.



0 0.5 1 2 Miles





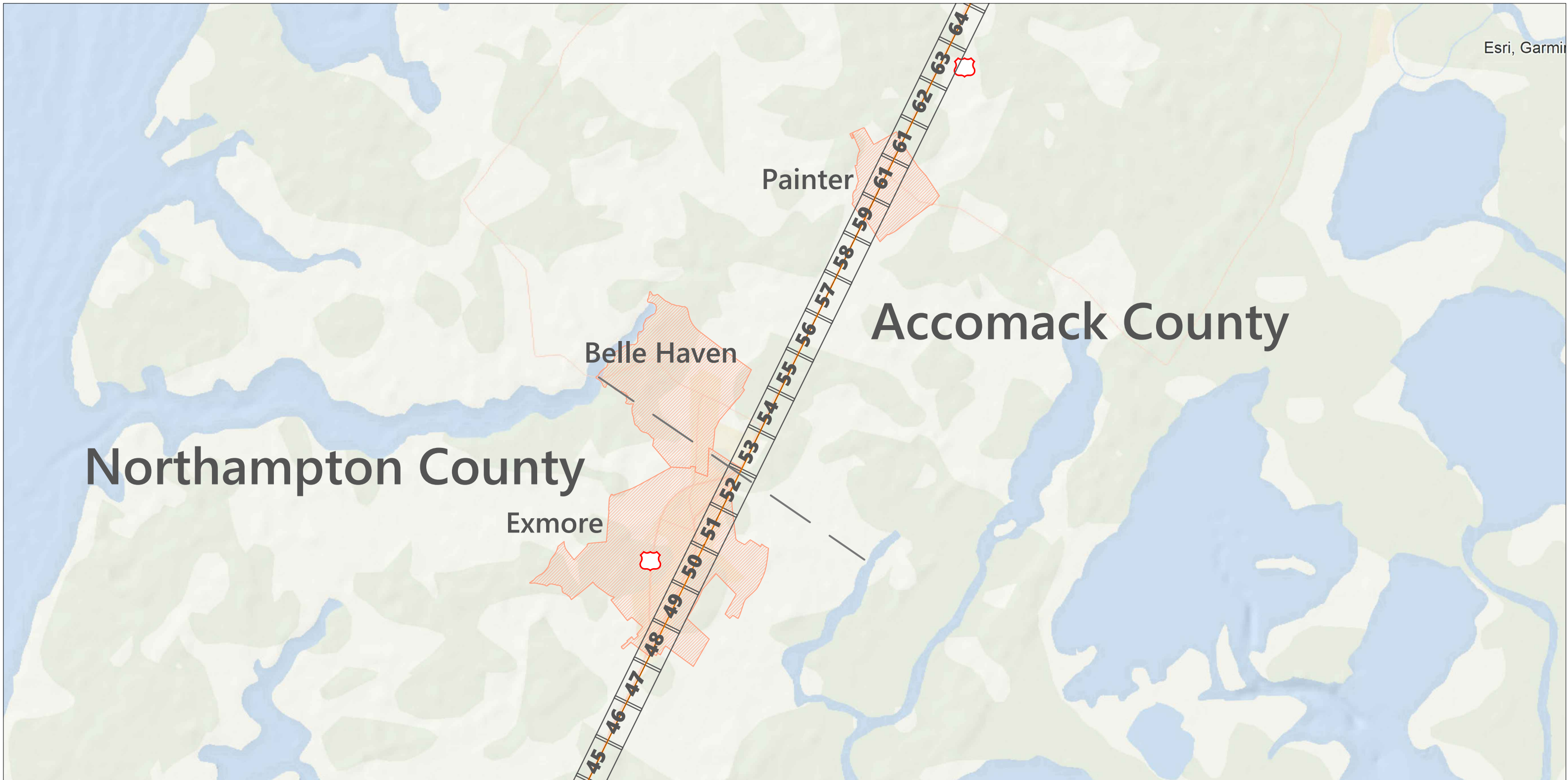
Eastern Shore Rail to Trail Study Map Index



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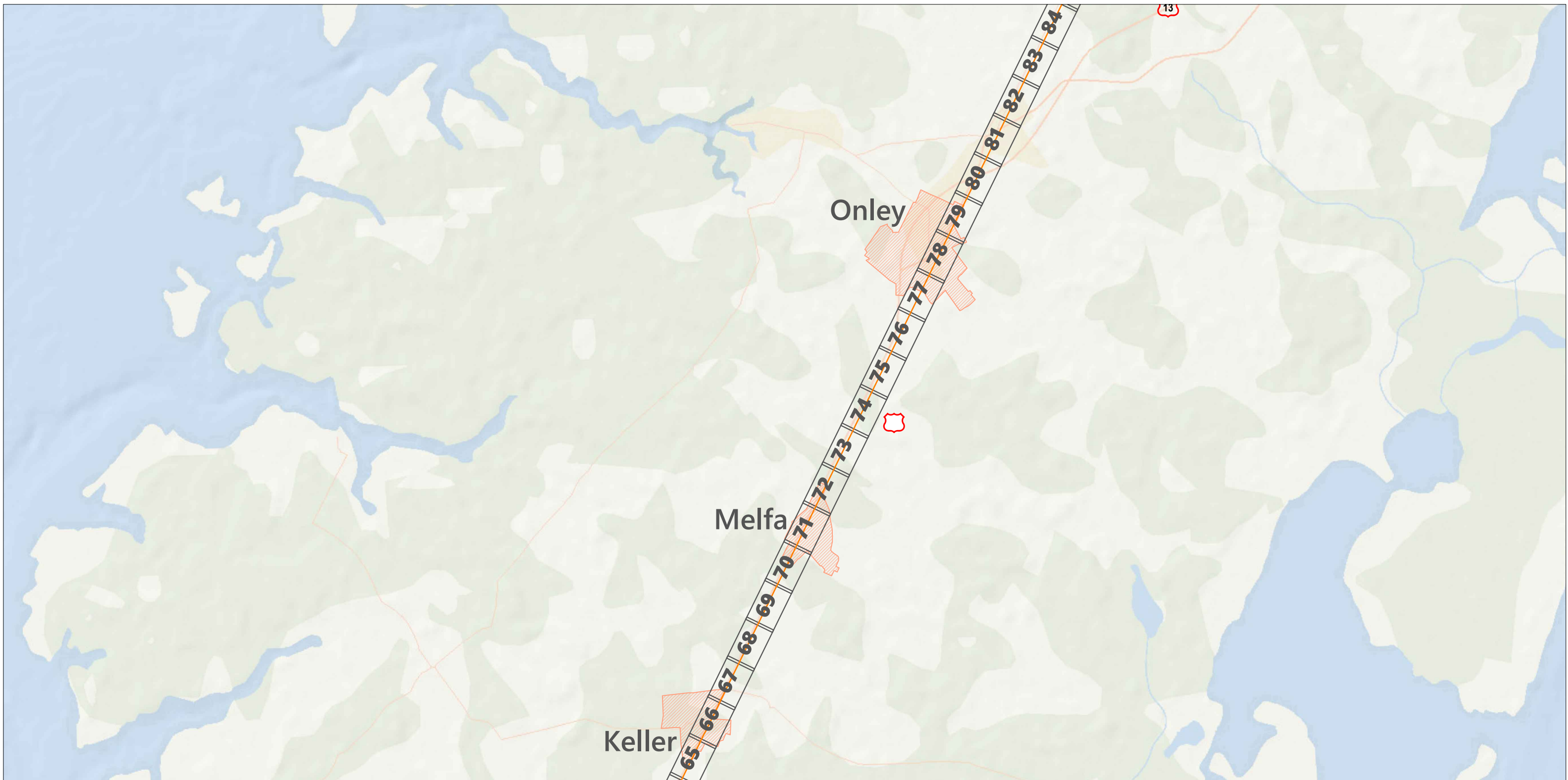
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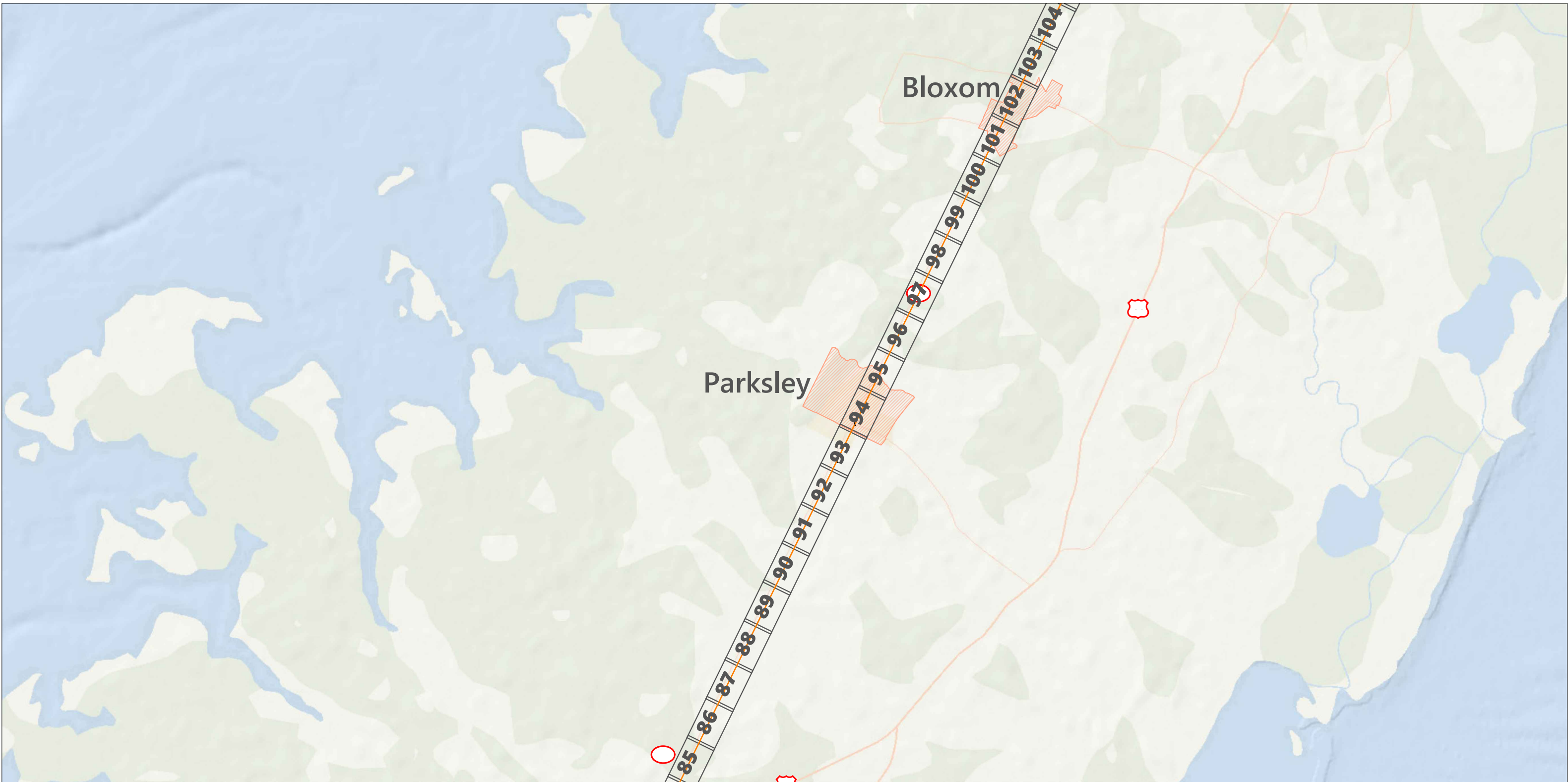
Eastern Shore Rail to Trail Study Map Index



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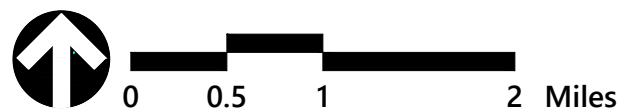


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BCO, NOAA NGDC, and other

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Eastern Shore Rail to Trail Study **Prefer. Alignment**



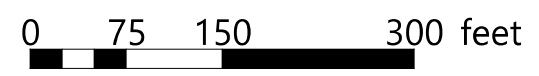
Sheet 1 of 109
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 20+80 SEE SHEET 1



-L- STA. 44+90 SEE SHEET 3

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Eastern Shore Rail to Trail Study Prefer. Alignment



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LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 44+90 SEE SHEET 2

-L- STA. 68+90 SEE SHEET 4



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Eastern Shore Rail to Trail Study Prefer. Alignment



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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 68+90 SEE SHEET 3

-L- STA. 92+96 SEE SHEET 5



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Eastern Shore Rail to Trail Study Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

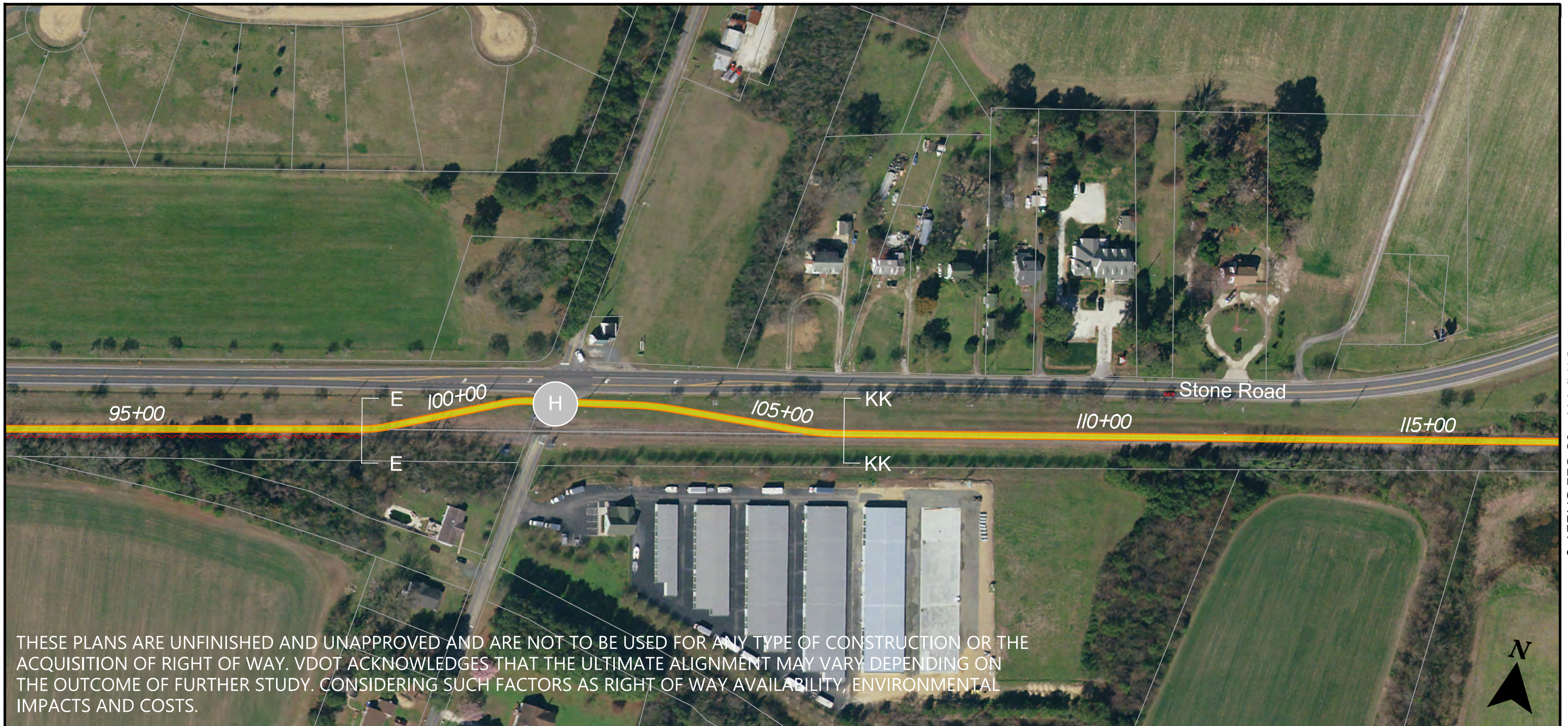
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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- All design to be performed within existing ROW after survey is complete.

-L- STA. 92+96 SEE SHEET 4

-L- STA. 117+03 SEE SHEET 6



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Eastern Shore Rail to Trail Study Prefer. Alignment



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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.



Eastern Shore Rail to Trail Study Prefer. Alignment



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.



Eastern Shore Rail to Trail Study Prefer. Alignment



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical No.

0 75 150 300 feet

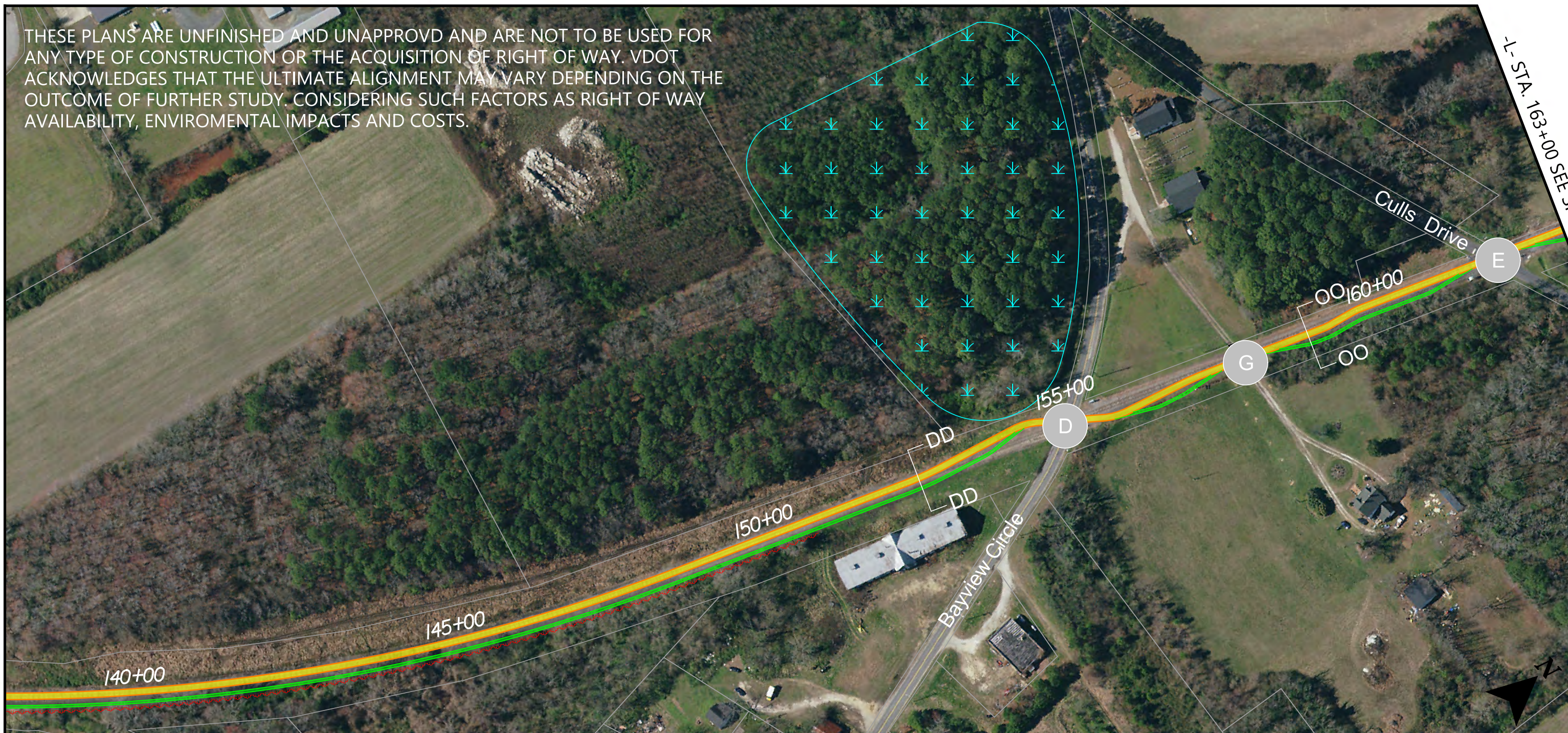
NOTES

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- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 138+00 SEE SHEET 6

-L- STA. 163+00 SEE SHEET 9



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LEGEND

- Shared Use Path
- ↓↓↓↓ Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 163+00 SEE SHEET 8

-L- STA. 187+00 SEE SHEET 10



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Eastern Shore Rail to Trail Study Prefer. Alignment



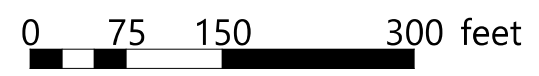
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 187+00 SEE SHEET 9

-L- STA. 211+00 SEE SHEET 11



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Eastern Shore Rail to Trail Study Prefer. Alignment



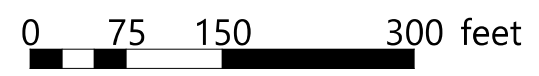
Sheet 10 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 211+00 SEE SHEET 10

-L- STA. 235+00 SEE SHEET 12



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 11 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 235+00 SEE SHEET 11

-L- STA. 259+00 SEE SHEET 13



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 12 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 259+00 SEE SHEET 12

-L- STA. 283+00 SEE SHEET 14



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 13 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 283+00 SEE SHEET 13

-L- STA. 307+00 SEE SHEET 15



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 14 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

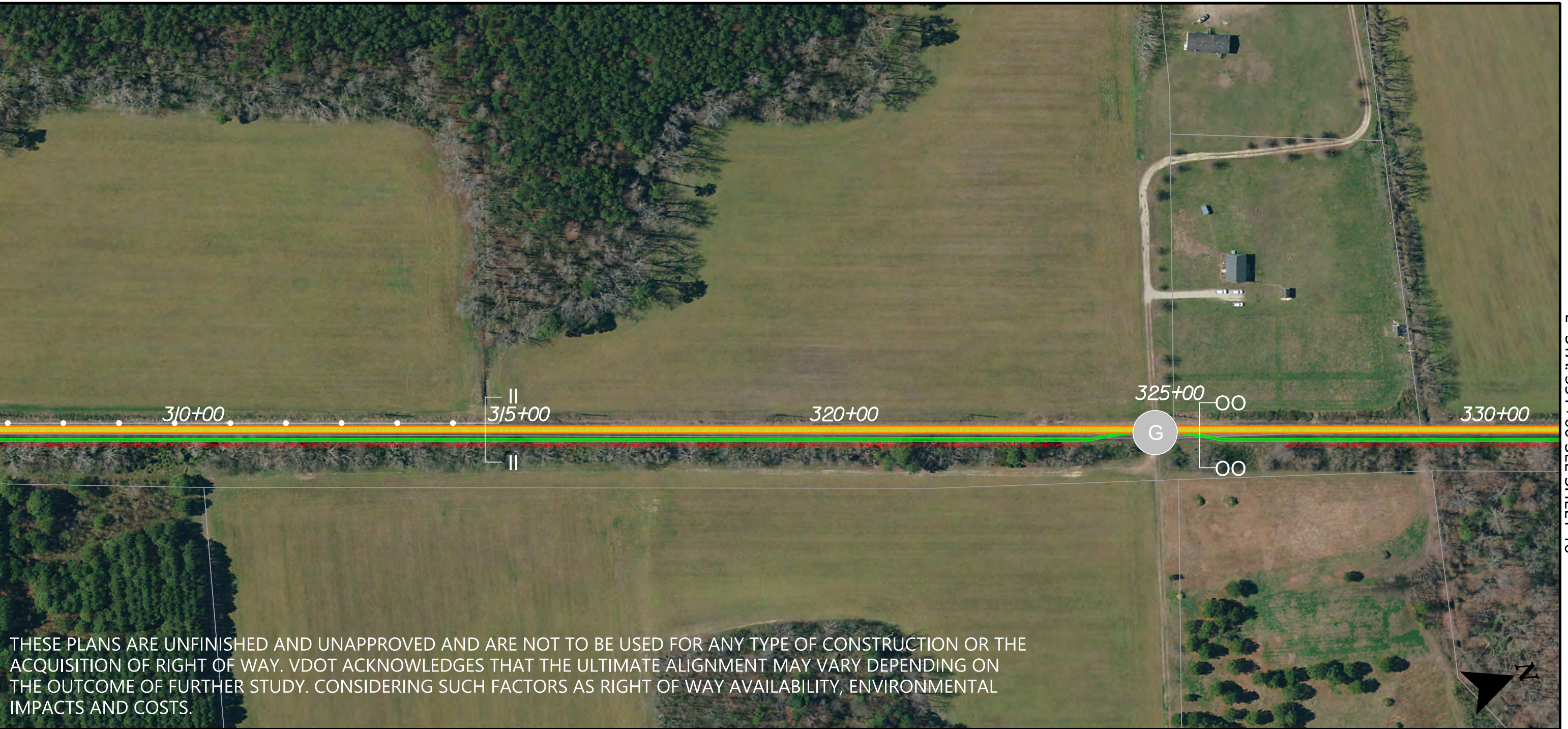
0 75 150 300 feet

NOTES

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-L- STA. 307+00 SEE SHEET 14

-L- STA. 331+00 SEE SHEET 16



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 15 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 331+00 SEE SHEET 15

-L- STA. 355+00 SEE SHEET 17



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Eastern Shore Rail to Trail Study Prefer. Alignment



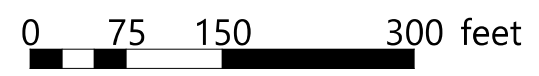
Sheet 16 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 355+00 SEE SHEET 16

-L- STA. 379+00 SEE SHEET 18



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 17 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 379+00 SEE SHEET 17

-L- STA. 403+00 SEE SHEET 19



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 18 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 403+00 SEE SHEET 18

-L- STA. 427+00 SEE SHEET 20



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 19 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 427+00 SEE SHEET 19

-L- STA. 451+00 SEE SHEET 21



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Eastern Shore Rail to Trail Study Prefer. Alignment



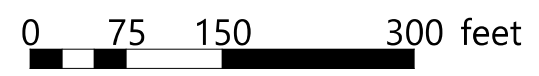
Sheet 20 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 451+00 SEE SHEET 20

-L- STA. 475+00 SEE SHEET 22



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 21 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 475+00 SEE SHEET 21

-L- STA. 499+00 SEE SHEET 23



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Eastern Shore Rail to Trail Study Prefer. Alignment



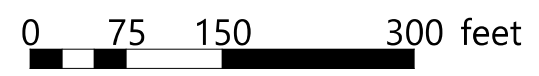
Sheet 22 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 499+00 SEE SHEET 22

-L- STA. 523+00 SEE SHEET 24



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 23 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 523+00 SEE SHEET 23

-L- STA. 547+00 SEE SHEET 25



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 24 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 547+00 SEE SHEET 24

-L- STA. 571+00 SEE SHEET 26



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 25 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 571+00 SEE SHEET 25

-L- STA. 595+00 SEE SHEET 27



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Eastern Shore Rail to Trail Study Prefer. Alignment



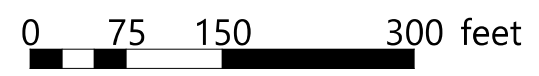
Sheet 26 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

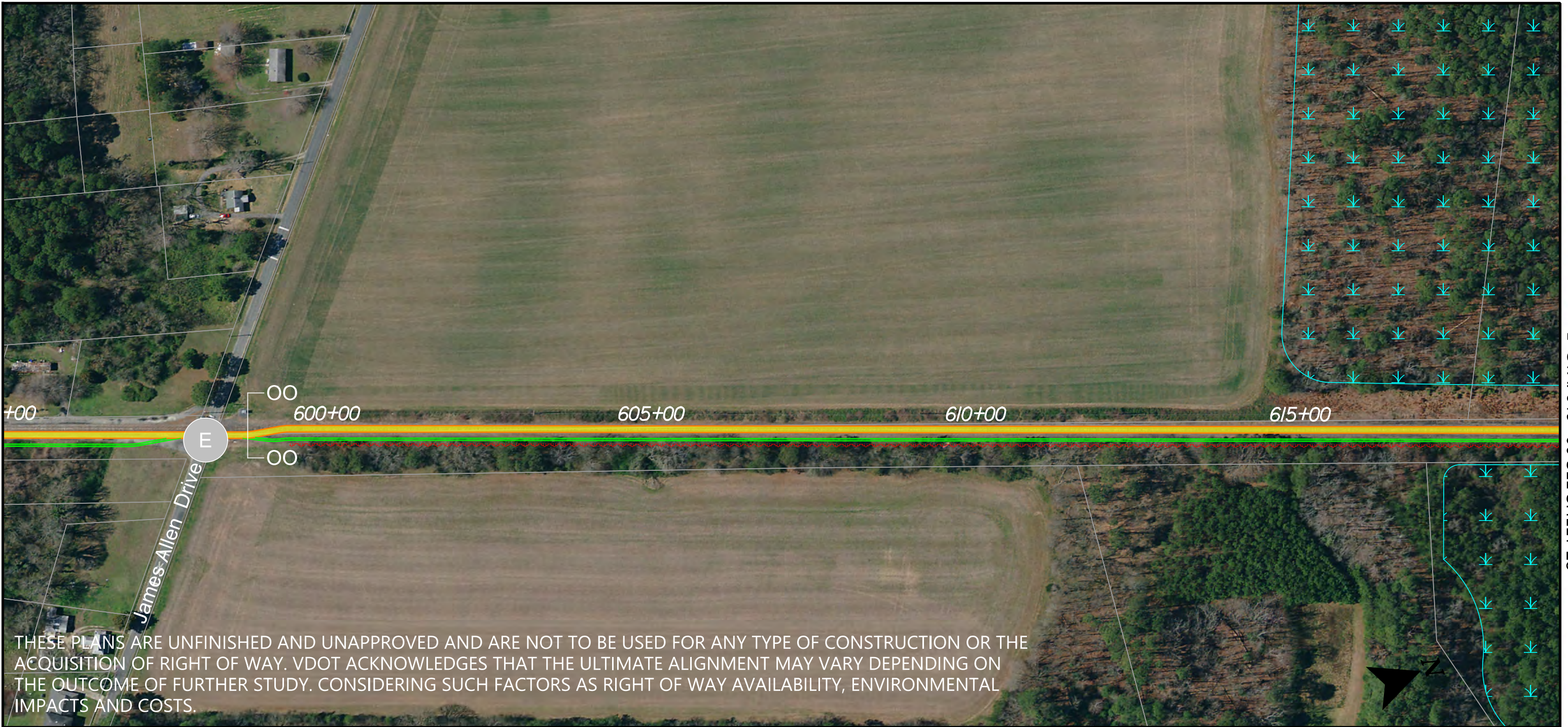


NOTES

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-L- STA. 595+00 SEE SHEET 26

-L- STA. 619+00 SEE SHEET 28



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 27 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 619+00 SEE SHEET 27

-L- STA. 643+00 SEE SHEET 29



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 28 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 643+00 SEE SHEET 28

-L- STA. 667+00 SEE SHEET 30



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 29 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

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-L- STA. 667+00 SEE SHEET 29

-L- STA. 691+00 SEE SHEET 31



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 30 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 691+00 SEE SHEET 30

-L- STA. 715+00 SEE SHEET 32



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Eastern Shore Rail to Trail Study Prefer. Alignment

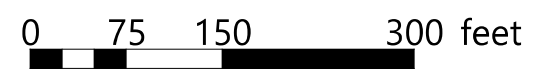


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LEGEND

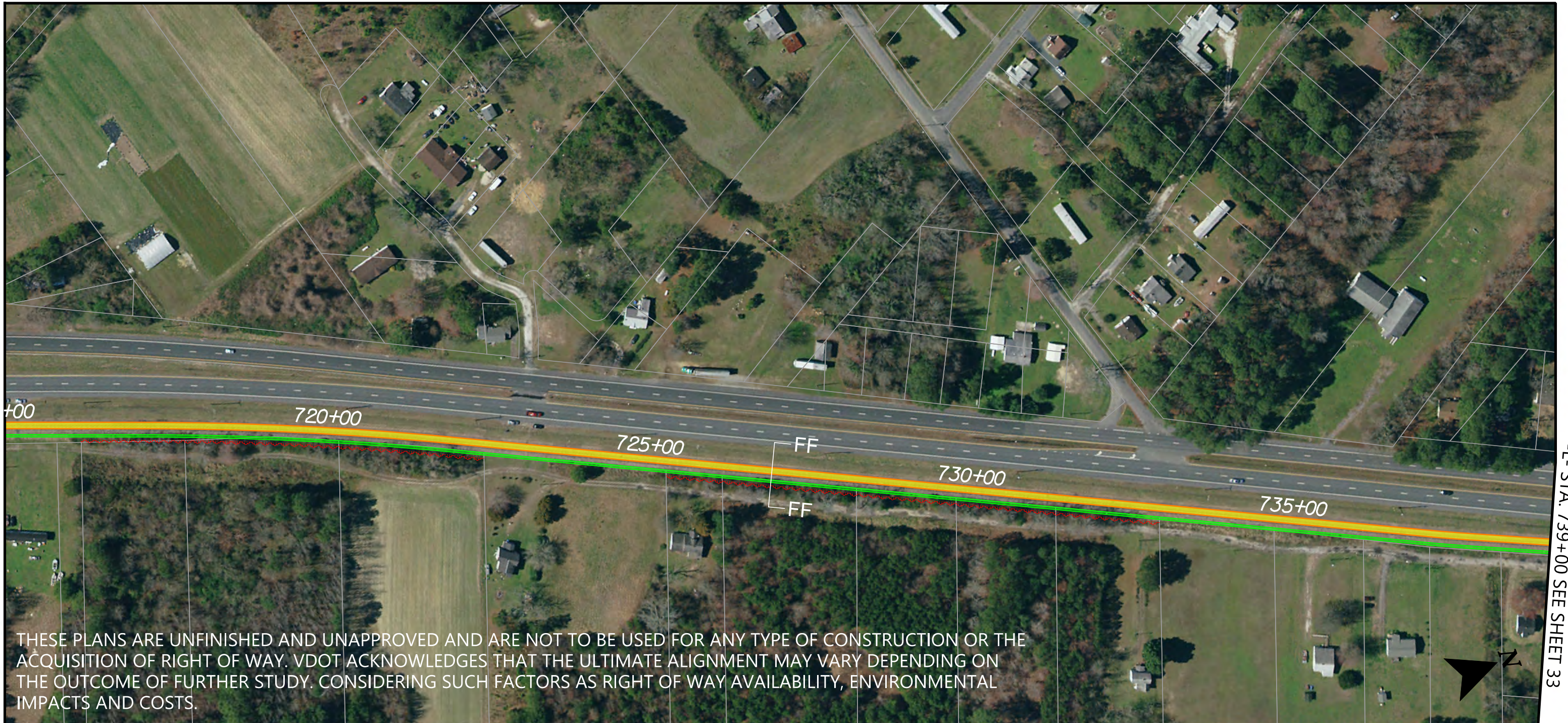
- | | | | |
|---|-------------------------------|---|-----------------------------|
|  | Shared Use Path |  | Tree Trimming/ Removal |
|  | Wetlands |  | Parcel Boundary |
|  | New Pavement |  | Fence Barrier |
|  | Alternative Soft Surface Path |  | Existing Rail to be Removed |
|  | Water Feature |  | Cross Section Typical No. |



NOTES

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-L- STA. 715+00 SEE SHEET 31



-L- STA. 739+00 SEE SHEET 33

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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 32 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

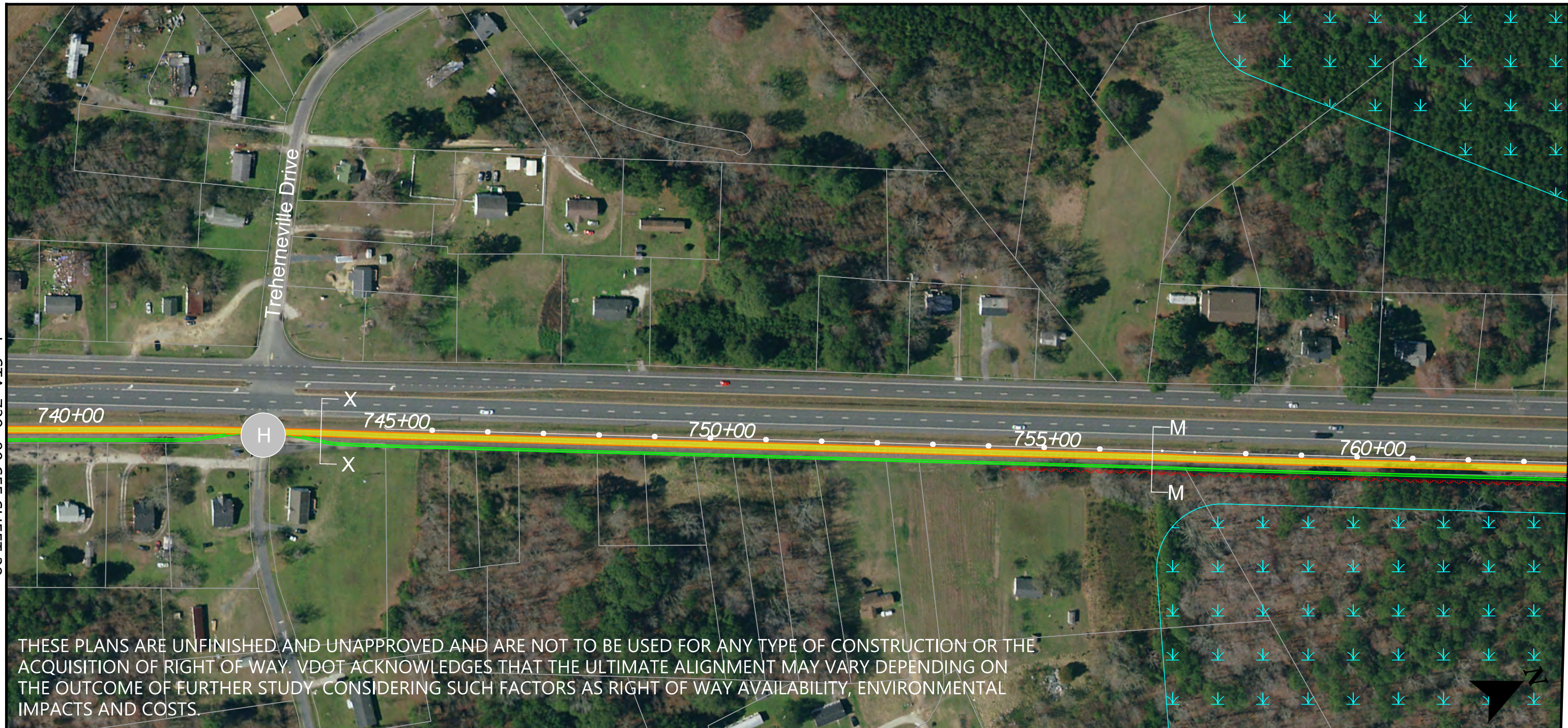
0 75 150 300 feet

NOTES

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-L- STA. 739+00 SEE SHEET 32

-L- STA. 763+00 SEE SHEET 34



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 33 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 763+00 SEE SHEET 33

-L- STA. 787+00 SEE SHEET 35



Eastern Shore Rail to Trail Study Prefer. Alignment



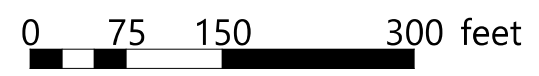
Sheet 34 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

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-L- STA. 787+00 SEE SHEET 34

-L- STA. 811+00 SEE SHEET 36



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 35 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

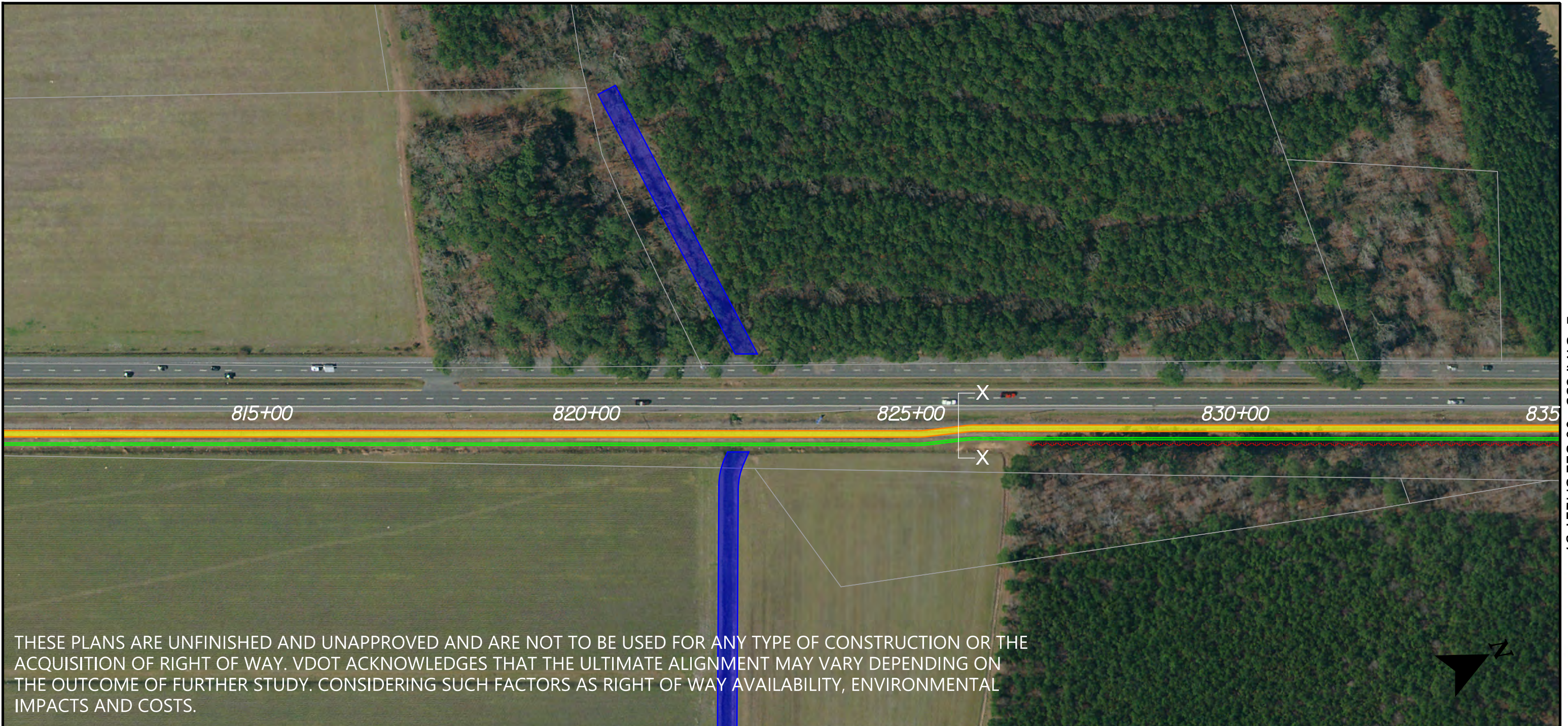
0 75 150 300 feet

NOTES

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-L- STA. 811+00 SEE SHEET 35

-L- STA. 835+00 SEE SHEET 37



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 36 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 835+00 SEE SHEET 36

-L- STA. 859+00 SEE SHEET 38



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 37 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 859+00 SEE SHEET 37

-L- STA. 883+00 SEE SHEET 39



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 38 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

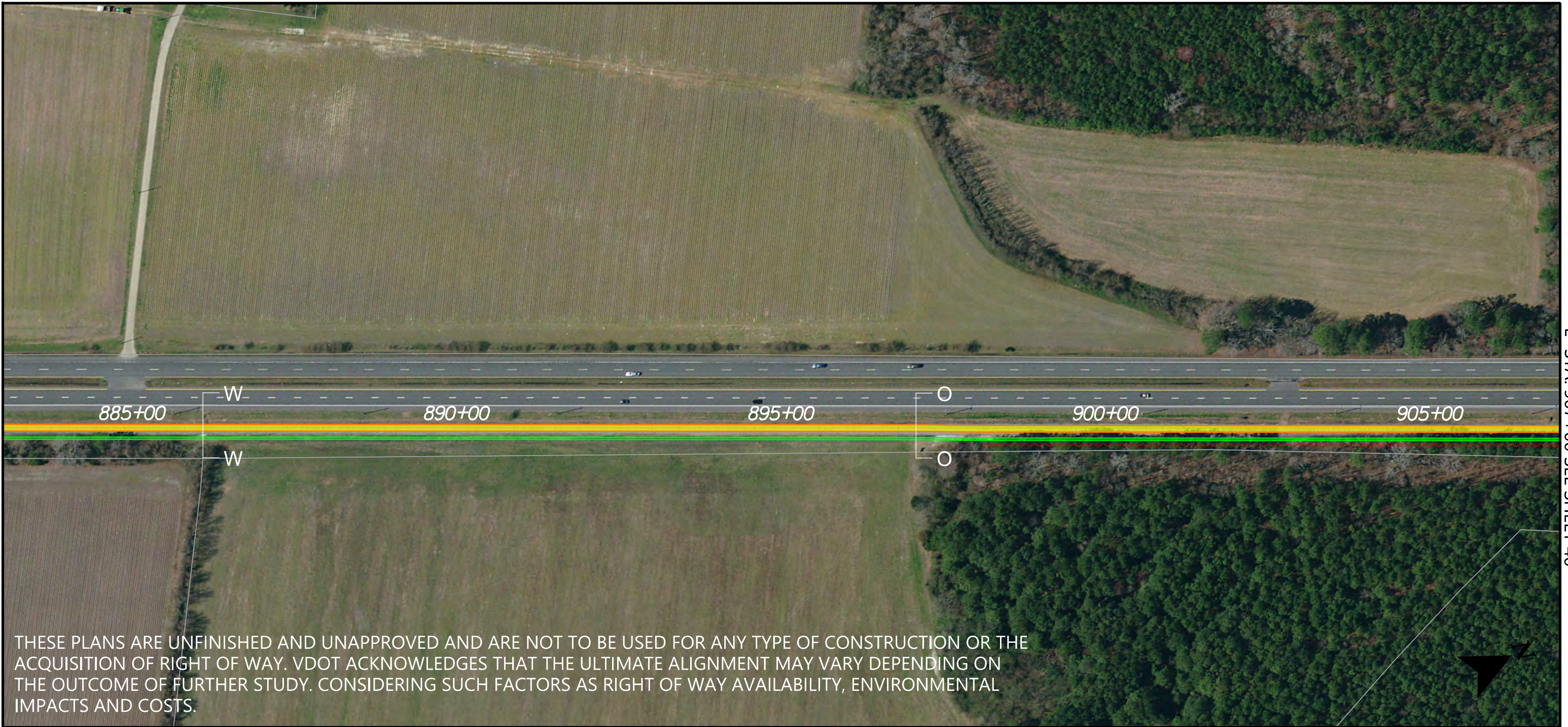
0 75 150 300 feet

NOTES

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-L- STA. 883+00 SEE SHEET 38

-L- STA. 907+00 SEE SHEET 40



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 39 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 907+00 SEE SHEET 39

-L- STA. 931+00 SEE SHEET 41



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 40 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 931+00 SEE SHEET 40

-L- STA. 955+00 SEE SHEET 42



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 41 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 955+00 SEE SHEET 41

-L- STA. 979+00 SEE SHEET 43



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 42 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 979+00 SEE SHEET 42

-L- STA. 1003+00 SEE SHEET 44



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 43 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1003+00 SEE SHEET 43

-L- STA. 1027+00 SEE SHEET 45



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 44 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 1027+00 SEE SHEET 44

-L- STA. 1051+00 SEE SHEET 46



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Eastern Shore Rail to Trail Study
Prefer. Alignment



Sheet 45 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

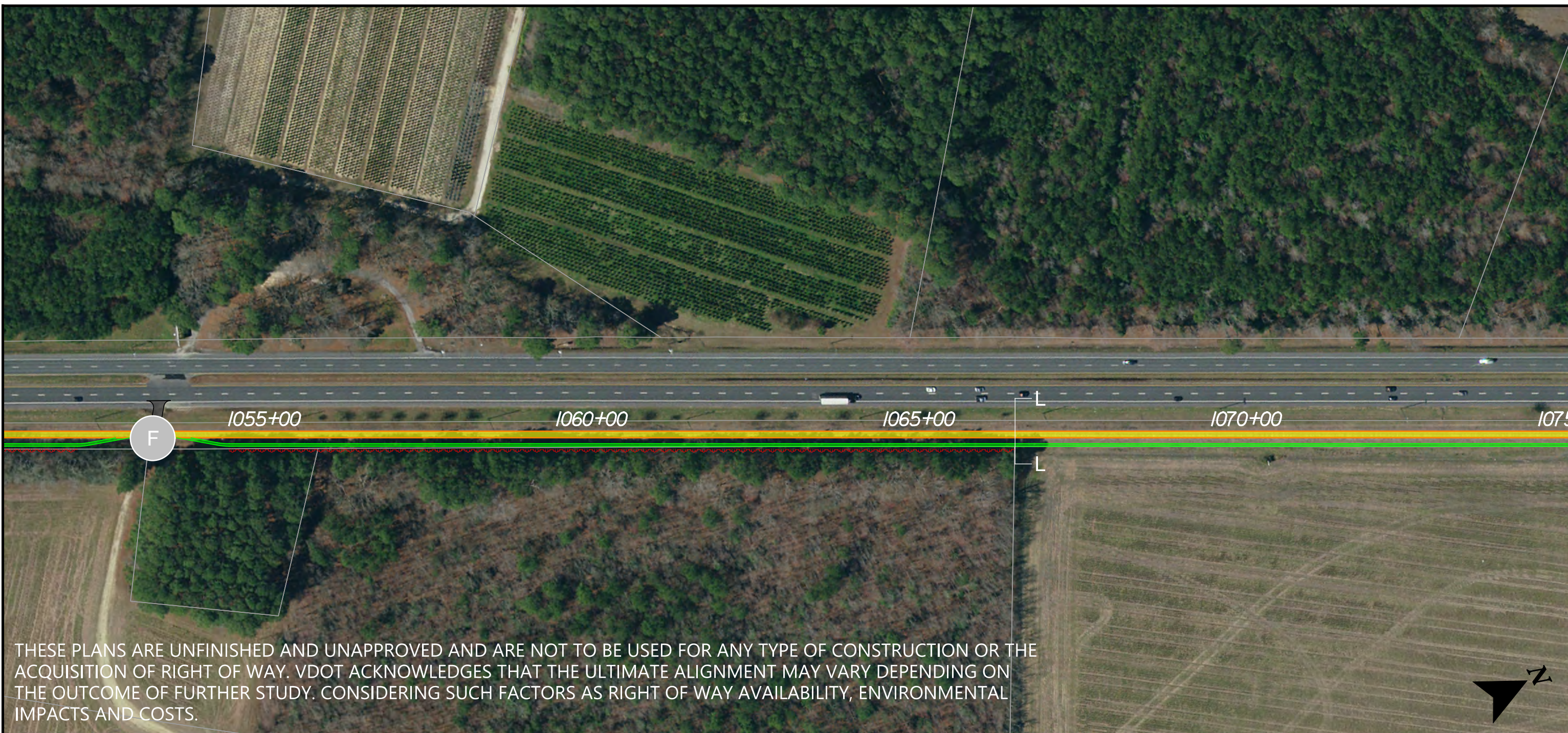


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1051+00 SEE SHEET 45

-L- STA. 1075+00 SEE SHEET 47



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 46 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 1075+00 SEE SHEET 46

-L- STA. 1099+00 SEE SHEET 48



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 47 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1099+00 SEE SHEET 47

-L- STA. 1123+00 SEE SHEET 49



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 48 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1123+00 SEE SHEET 48

-L- STA. 1147+00 SEE SHEET 50



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 49 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1147+00 SEE SHEET 49

-L- STA. 1171+00 SEE SHEET 51



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 50 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1171+00 SEE SHEET 50

-L- STA. 1195+00 SEE SHEET 52



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Eastern Shore Rail to Trail Study Prefer. Alignment



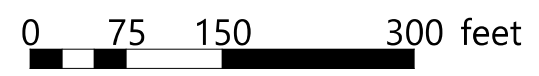
Sheet 51 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1195+00 SEE SHEET 51

-L- STA. 1219+00 SEE SHEET 53



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 52 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical No.

0 75 150 300 feet

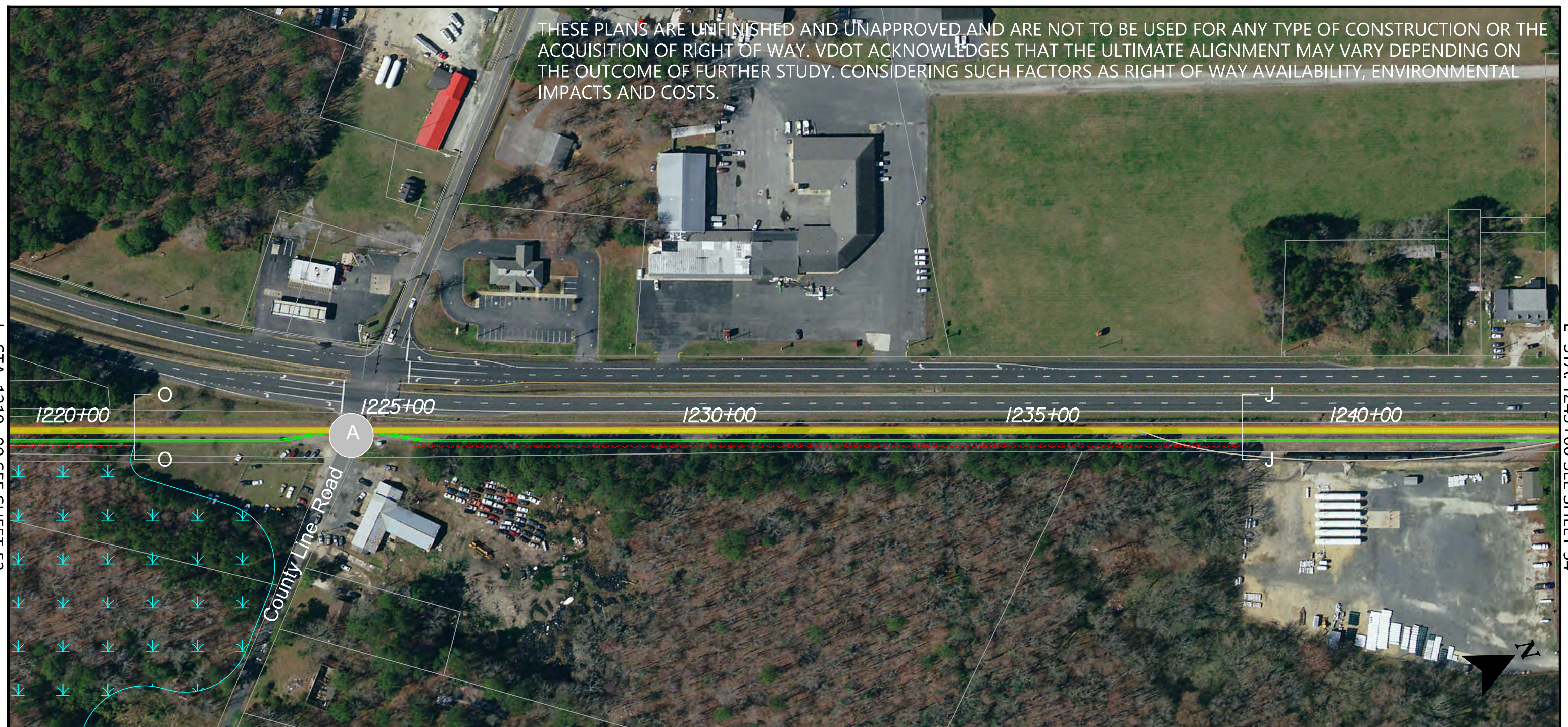
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-L- STA. 1219+00 SEE SHEET 52

-L- STA. 1243+00 SEE SHEET 54



Eastern Shore Rail to Trail Study Prefer. Alignment



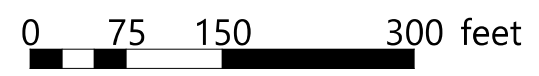
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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



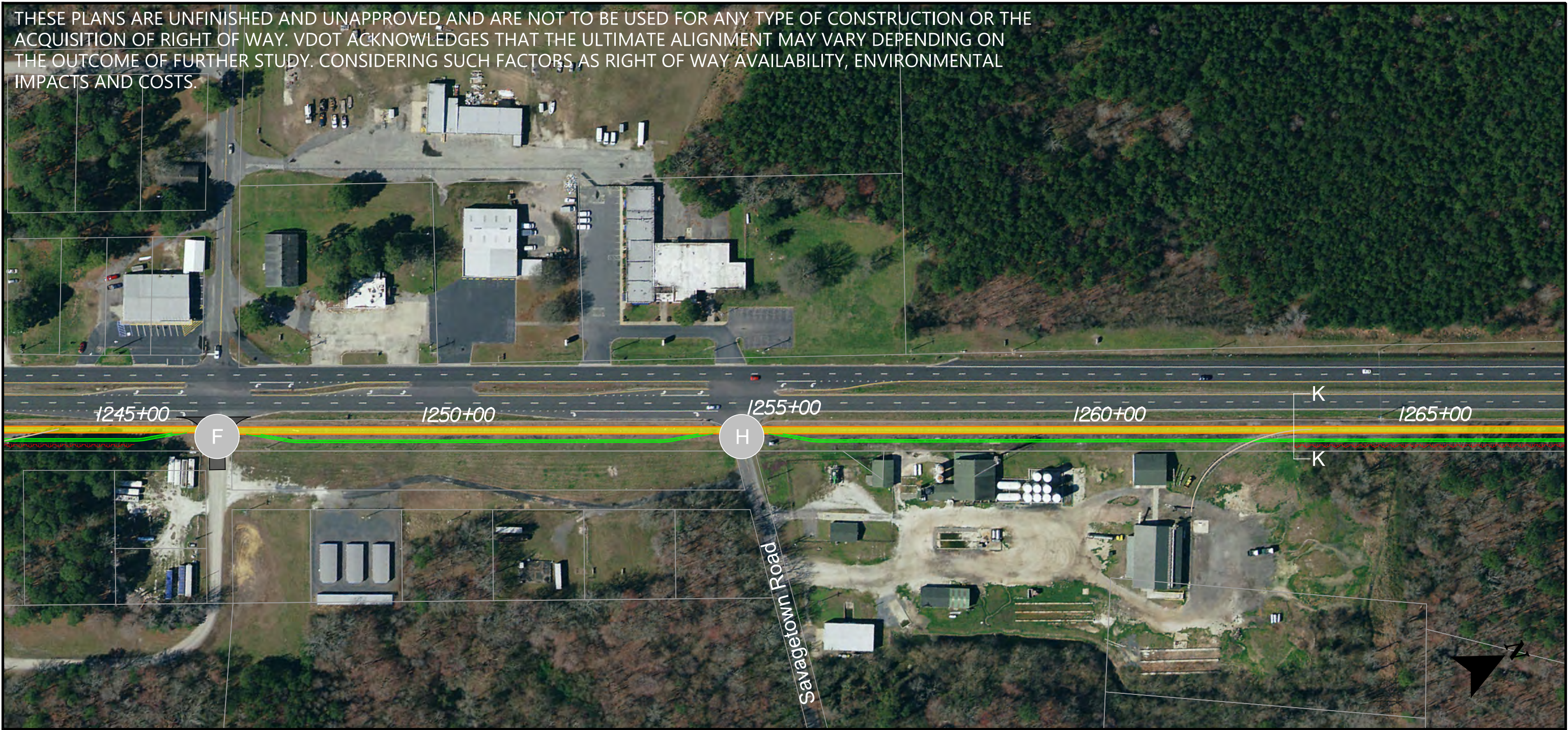
NOTES

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-L- STA. 1243+00 SEE SHEET 53

-L- STA. 1267+00 SEE SHEET 55



Eastern Shore Rail to Trail Study Prefer. Alignment



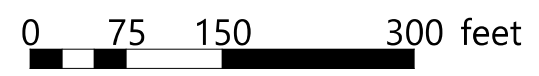
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PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

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-L- STA. 1267+00 SEE SHEET 54

-L- STA. 1291+00 SEE SHEET 56



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 55 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 1291+00 SEE SHEET 55

-L- STA. 1315+00 SEE SHEET 57



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Eastern Shore Rail to Trail Study
Prefer. Alignment



Sheet 56 of 109
PROJECT NO. 46267-1-17-37

LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1315+00 SEE SHEET 56

-L- STA. 1339+00 SEE SHEET 58



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 57 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1339+00 SEE SHEET 57

-L- STA. 1363+00 SEE SHEET 59



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 58 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1363+00 SEE SHEET 58

-L- STA. 1387+00 SEE SHEET 60



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 59 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

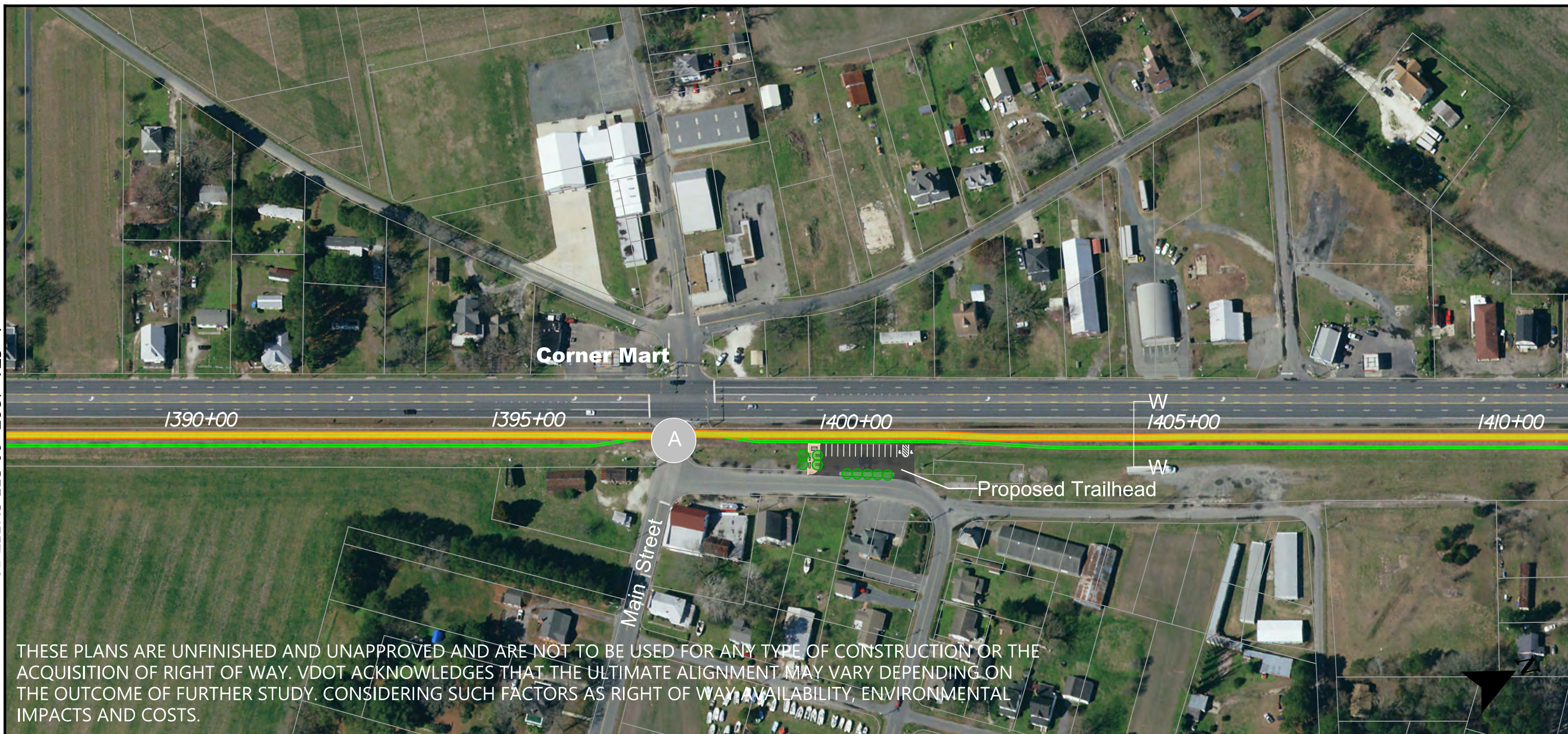
0 75 150 300 feet

NOTES

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-L- STA. 1387+00 SEE SHEET 59

-L- STA. 1411+00 SEE SHEET 61



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 60 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1411+00 SEE SHEET 60

-L- STA. 1435+00 SEE SHEET 62



Eastern Shore Rail to Trail Study Prefer. Alignment



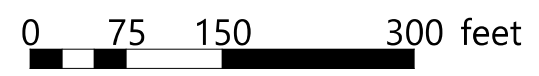
Sheet 61 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1435+00 SEE SHEET 61

-L- STA. 1459+00 SEE SHEET 63



Eastern Shore Rail to Trail Study Prefer. Alignment



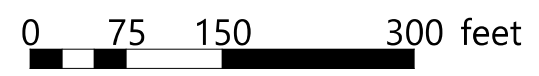
Sheet 62 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1459+00 SEE SHEET 62

-L- STA. 1483+00 SEE SHEET 64



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 63 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1483+00 SEE SHEET 63

-L- STA. 1507+00 SEE SHEET 65



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Sheet 64 of 109
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LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

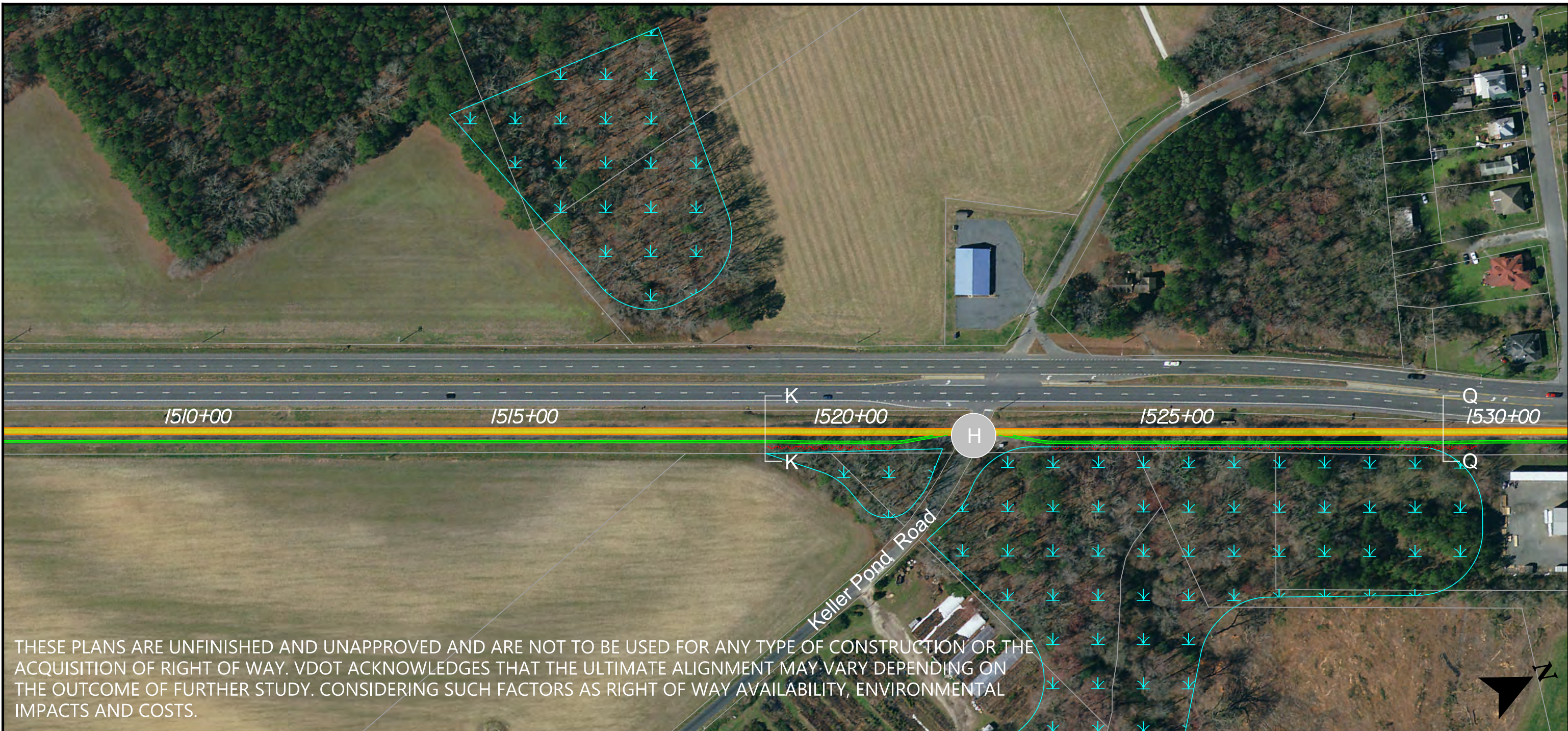
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1507+00 SEE SHEET 64

-L- STA. 1531+00 SEE SHEET 66



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 65 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 1531+00 SEE SHEET 65

-L- STA. 1555+00 SEE SHEET 67



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 66 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

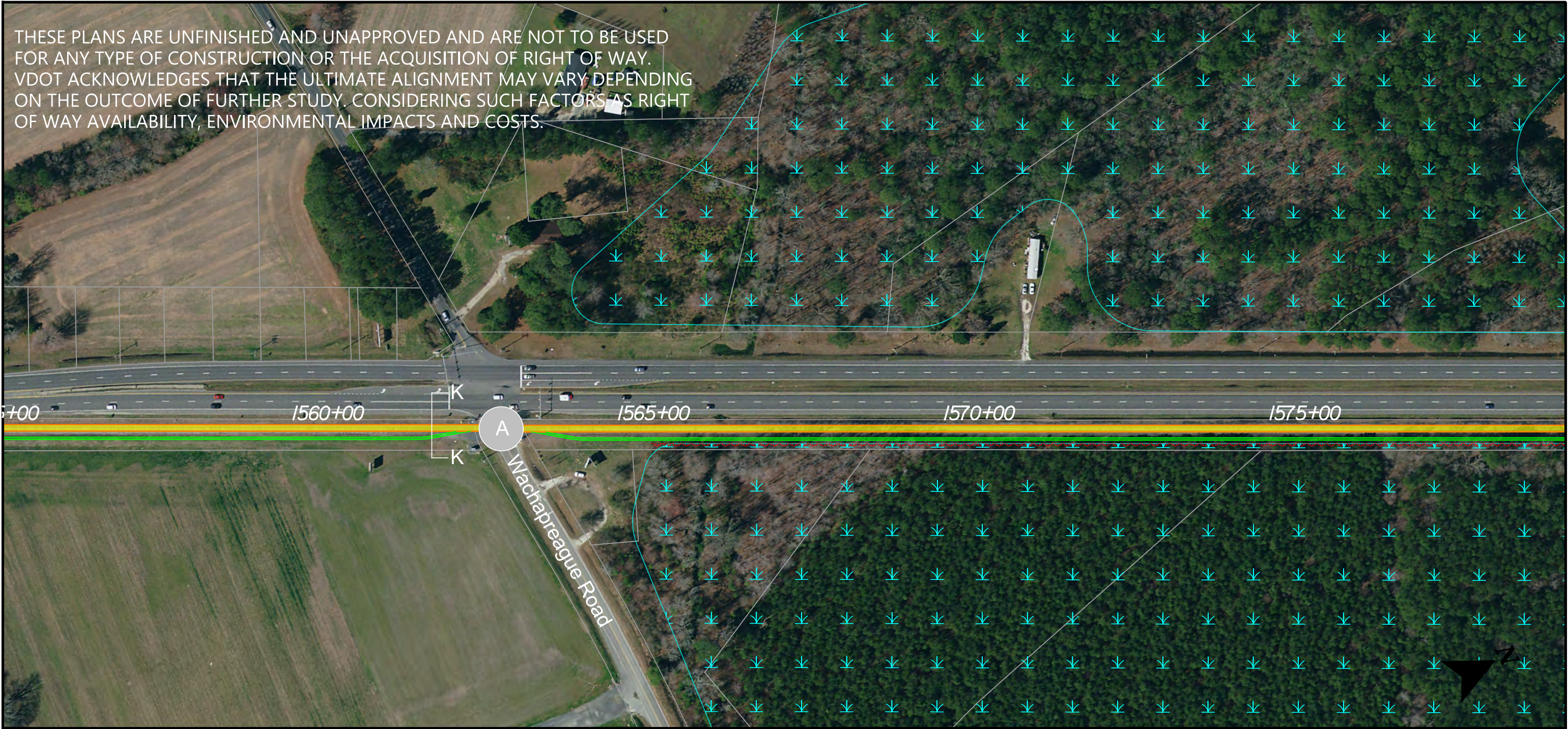
NOTES

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-L- STA. 1555+00 SEE SHEET 66

-L- STA. 1579+00 SEE SHEET 68



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 67 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1579+00 SEE SHEET 67

-L- STA. 1603+00 SEE SHEET 69



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Sheet 68 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

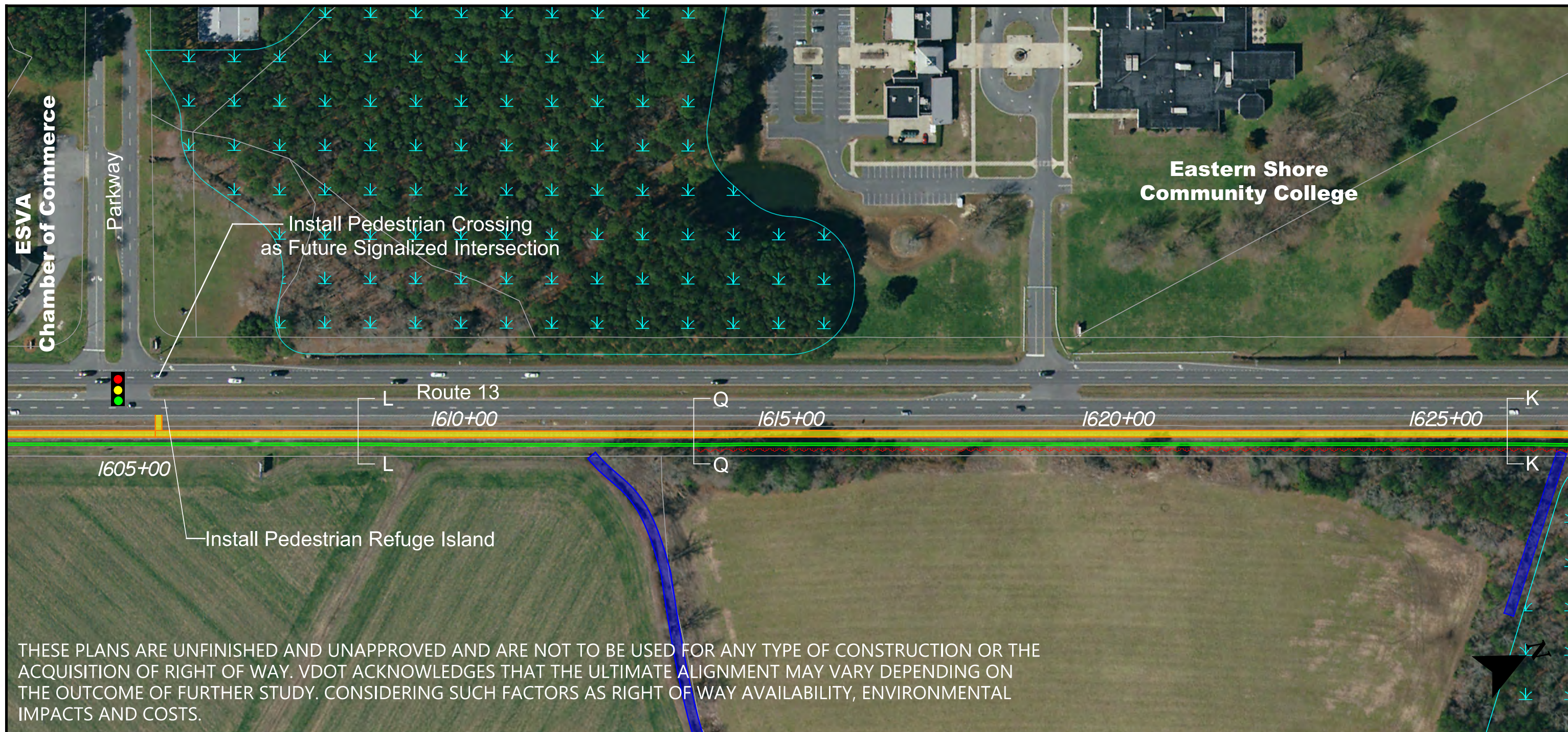
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 1603+00 SEE SHEET 68



-L- STA. 1627+00 SEE SHEET 70

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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 69 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1627+00 SEE SHEET 69

-L- STA. 1651+00 SEE SHEET 71



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 70 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1651+00 SEE SHEET 70

-L- STA. 1675+00 SEE SHEET 72



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 71 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

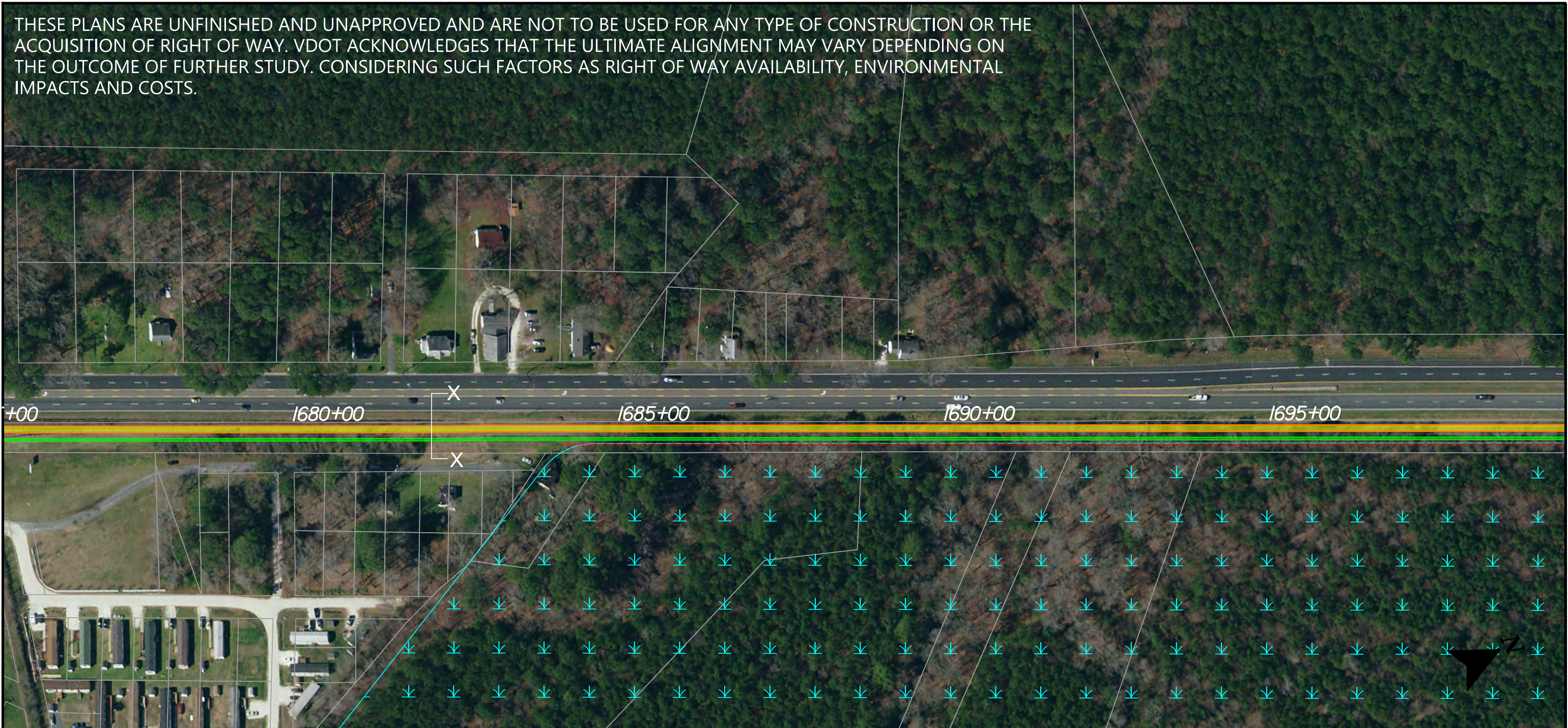
NOTES

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-L- STA. 1675+00 SEE SHEET 71

-L- STA. 1699+00 SEE SHEET 73



Eastern Shore Rail to Trail Study Prefer. Alignment



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PROJECT NO. 46267-1-17-37



LEGEND

	Shared Use Path
	Wetlands
	New Pavement
	Alternative Soft Surface Path
	Water Feature
	Tree Trimming/ Removal
	Parcel Boundary
	Fence Barrier
	Existing Rail to be Removed
	Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1699+00 SEE SHEET 72

-L- STA. 1723+00 SEE SHEET 74



Eastern Shore Rail to Trail Study Prefer. Alignment

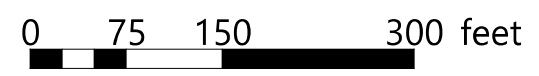


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- LEGEND**

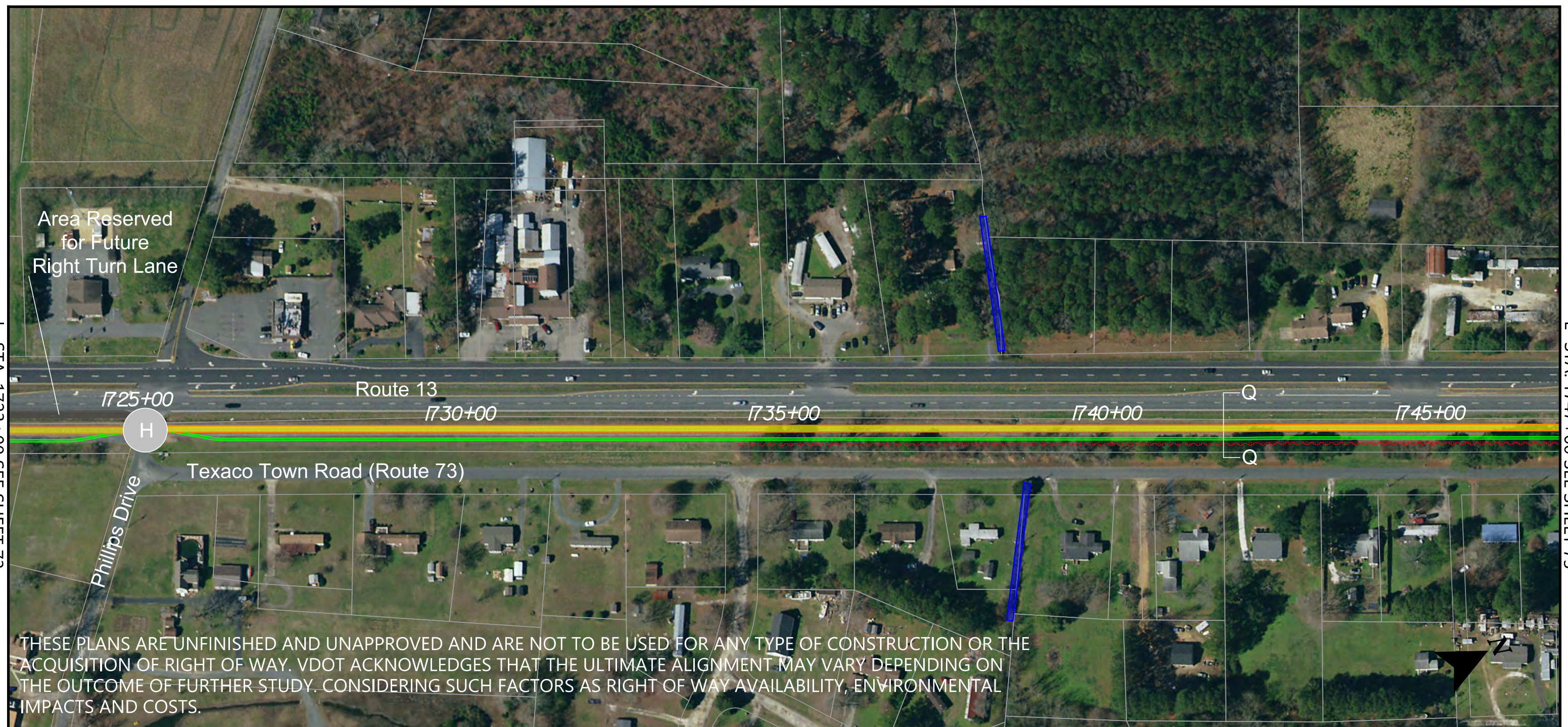
 - Shared Use Path
 - Wetlands
 - New Pavement
 - Alternative Soft Surface Path
 - Water Feature
 - Tree Trimming/ Removal
 - Parcel Boundary
 - Fence Barrier
 - Existing Rail to be Removed
 - Cross Section Typical No.



- NOTES**
- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1723+00 SEE SHEET 73

-L- STA. 1747+00 SEE SHEET 75



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Eastern Shore Rail to Trail Study Prefer. Alignment



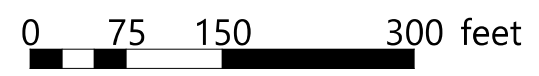
Sheet 74 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1747+00 SEE SHEET 74

-L- STA. 1771+00 SEE SHEET 76



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 75 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1771+00 SEE SHEET 75

-L- STA. 1795+00 SEE SHEET 77



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 76 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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- ROW based on Northampton County and Accomack County GIS parcel information.
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- All design to be performed within existing ROW after survey is complete.

-L- STA. 1795+00 SEE SHEET 76

-L- STA. 1819+00 SEE SHEET 78



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 77 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1819+00 SEE SHEET 77

-L- STA. 1843+00 SEE SHEET 79



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 78 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1843+00 SEE SHEET 78

-L- STA. 1867+00 SEE SHEET 80



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 79 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

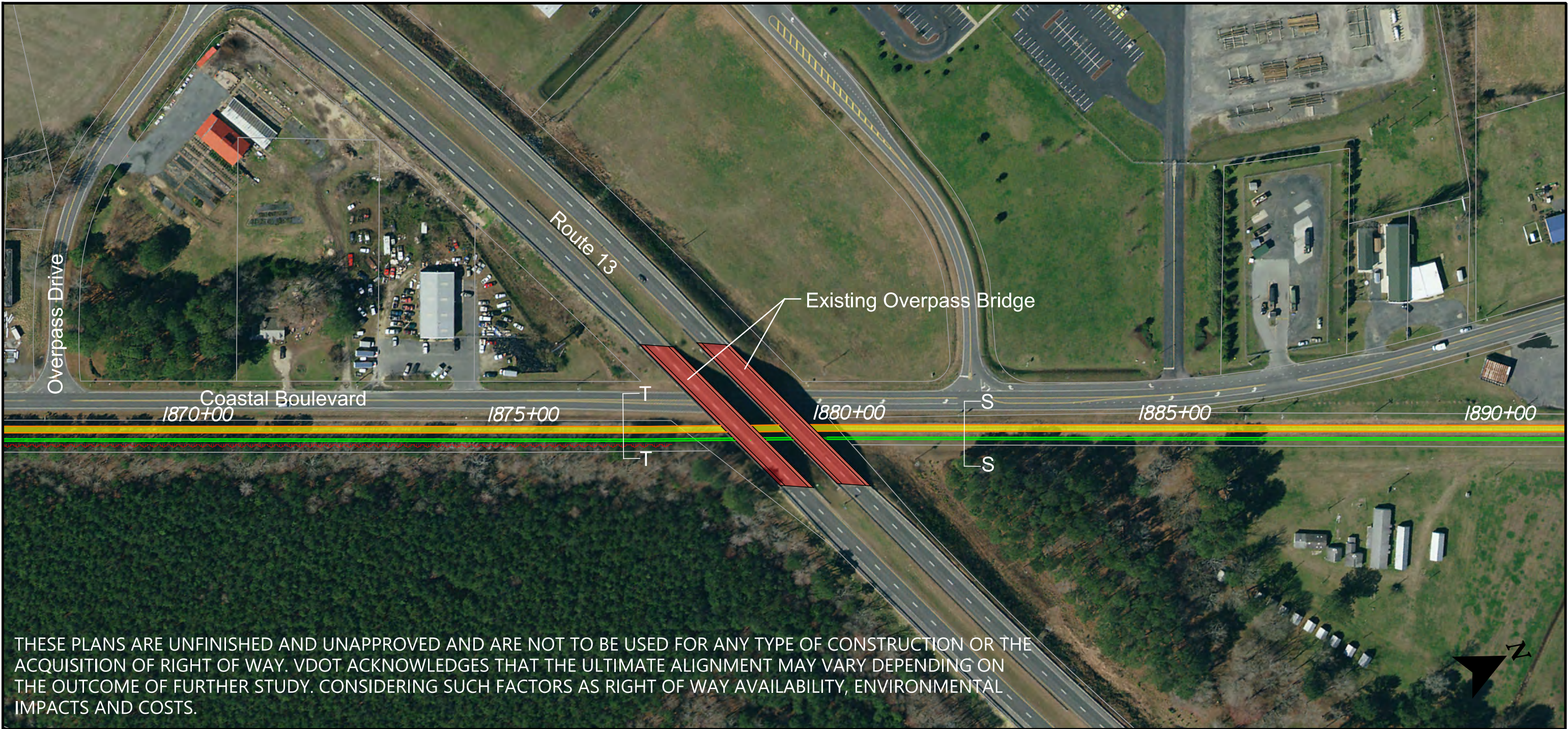
0 75 150 300 feet

NOTES

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-L- STA. 1867+00 SEE SHEET 79

-L- STA. 1891+00 SEE SHEET 81



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 80 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1891+00 SEE SHEET 80

-L- STA. 1915+00 SEE SHEET 82



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 81 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1915+00 SEE SHEET 81

-L- STA. 1939+00 SEE SHEET 83



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Sheet 82 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1939+00 SEE SHEET 82

-L- STA. 1963+00 SEE SHEET 84



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 83 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 1963+00 SEE SHEET 83

-L- STA. 1987+00 SEE SHEET 85



Eastern Shore Rail to Trail Study Prefer. Alignment



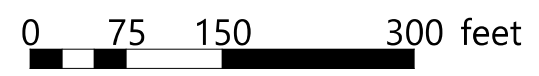
Sheet 84 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 1987+00 SEE SHEET 84

-L- STA. 2011+00 SEE SHEET 86



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 85 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 2011+00 SEE SHEET 85

-L- STA. 2035+00 SEE SHEET 87



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 86 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
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-L- STA. 2035+00 SEE SHEET 86

-L- STA. 2059+00 SEE SHEET 88



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 87 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

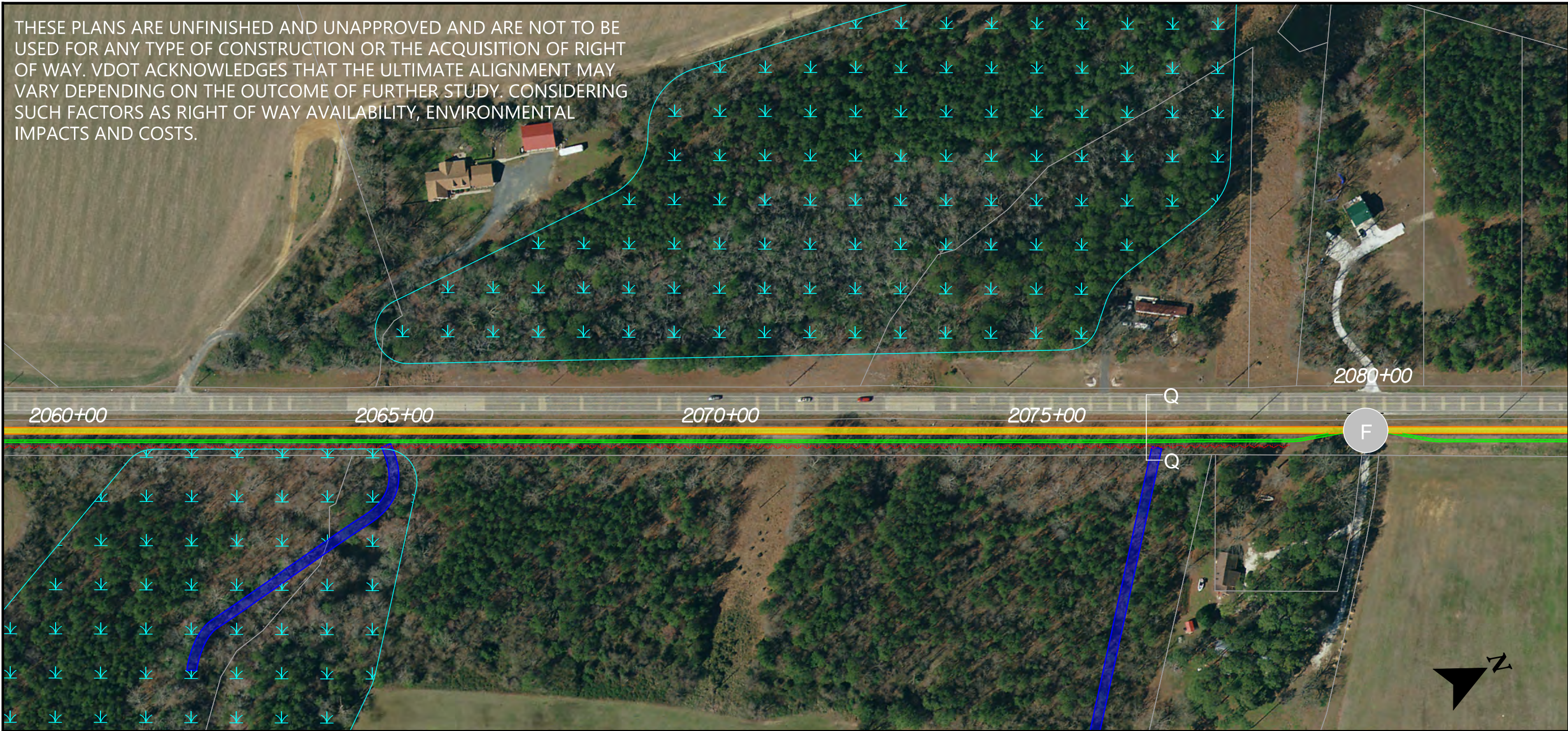
NOTES

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-L- STA. 2059+00 SEE SHEET 87

-L- STA. 2083+00 SEE SHEET 89



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 88 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 2083+00 SEE SHEET 88

-L- STA. 2107+00 SEE SHEET 90



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 89 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 2107+00 SEE SHEET 89

-L- STA. 2131+00 SEE SHEET 91



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 90 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 2131+00 SEE SHEET 90

-L- STA. 2155+00 SEE SHEET 92



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 91 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 2155+00 SEE SHEET 91

-L- STA. 2179+00 SEE SHEET 93



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 92 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- < > Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 2179+00 SEE SHEET 92

-L- STA. 2203+00 SEE SHEET 94



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 93 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 2203+00 SEE SHEET 93

-L- STA. 2227+00 SEE SHEET 95

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 94 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

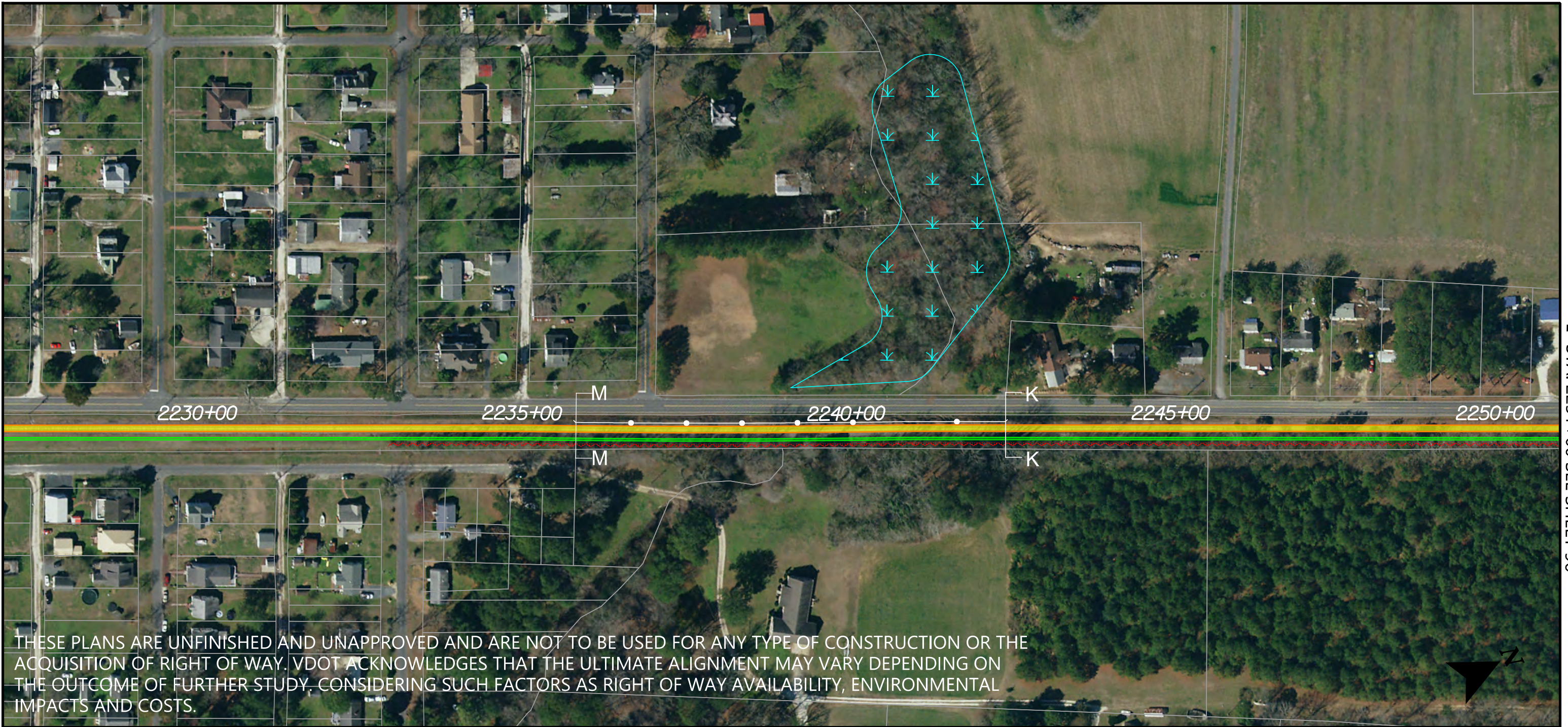
0 75 150 300 feet

NOTES

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-L- STA. 2227+00 SEE SHEET 94

-L- STA. 2251+00 SEE SHEET 96



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 95 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

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-L- STA. 2251+00 SEE SHEET 95

-L- STA. 2275+00 SEE SHEET 97



Eastern Shore Rail to Trail Study Prefer. Alignment



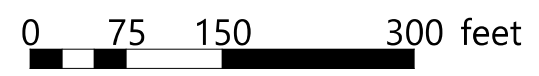
Sheet 96 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



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-L- STA. 2275+00 SEE SHEET 96

-L- STA. 2299+00 SEE SHEET 98



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Sheet 97 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

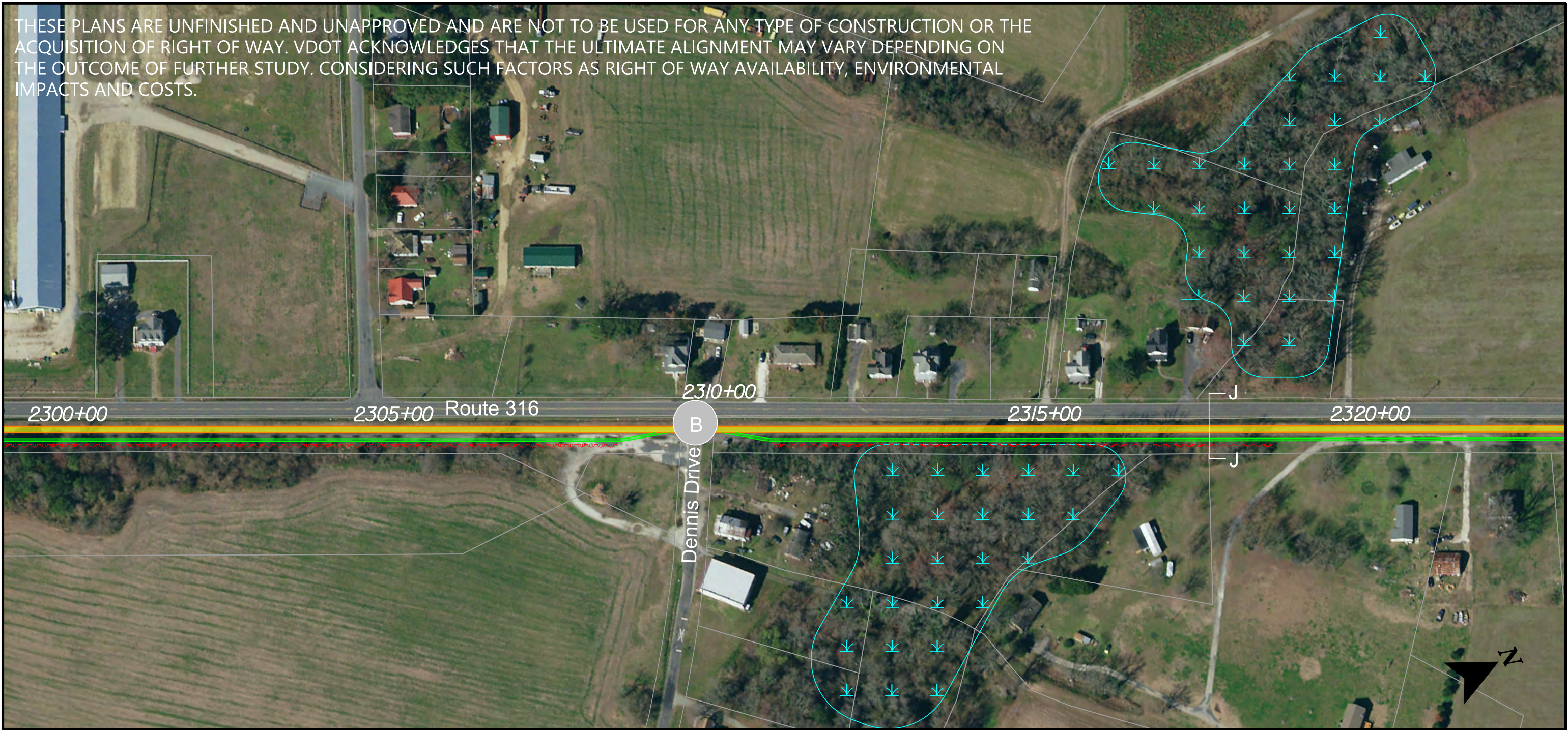
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-L- STA. 2299+00 SEE SHEET 97

-L- STA. 2323+00 SEE SHEET 99



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 98 of 109
PROJECT NO. 46267-1-17-37



LEGEND

	Shared Use Path		Tree Trimming/ Removal
	Wetlands		Parcel Boundary
	New Pavement		Fence Barrier
	Alternative Soft Surface Path		Existing Rail to be Removed
	Water Feature		Cross Section Typical No.

NOTES

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-L- STA. 2323+00 SEE SHEET 98

-L- STA. 2347+00 SEE SHEET 100



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 99 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

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2350+00

2355+00

2360+00

2365+00

2370+00

K

K

-L- STA. 2347+00 SEE SHEET 99

-L- STA. 2371+00 SEE SHEET 101

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 100 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2371+00 SEE SHEET 100

-L- STA. 2395+00 SEE SHEET 102



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY. CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 101 of 109
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2395+00 SEE SHEET 101

-L- STA. 2419+00 SEE SHEET 103



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 102 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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- All design to be performed within existing ROW after survey is complete.

-L- STA. 2419+00 SEE SHEET 102

-L- STA. 2443+00 SEE SHEET 104



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 103 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

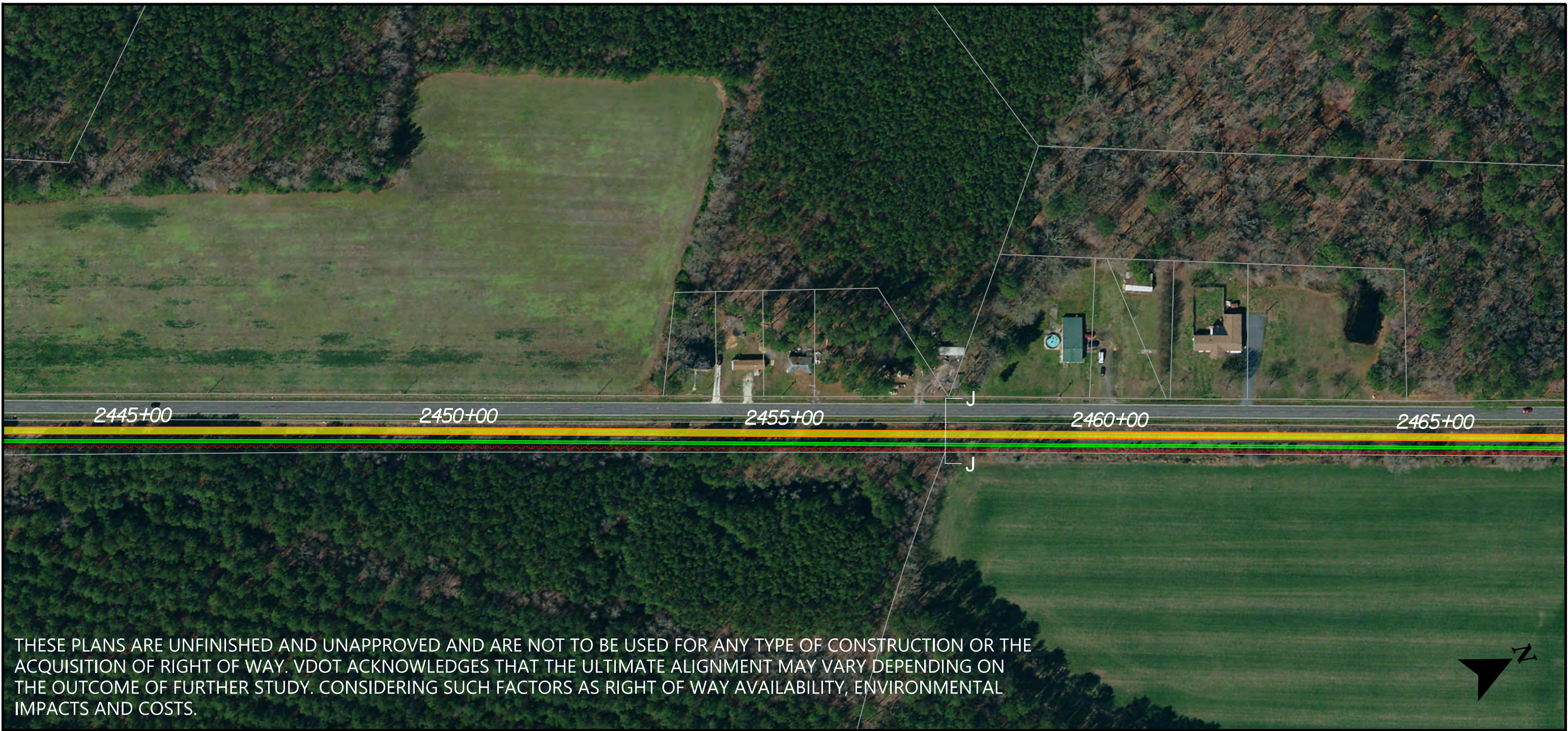


NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2443+00 SEE SHEET 103

-L- STA. 2467+00 SEE SHEET 105



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 104 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2467+00 SEE SHEET 104

-L- STA. 2491+00 SEE SHEET 106



Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 105 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 2491+00 SEE SHEET 105

-L- STA. 2515+00 SEE SHEET 107



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 106 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2515+00 SEE SHEET 106

-L- STA. 2539+00 SEE SHEET 108



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 107 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

0 75 150 300 feet

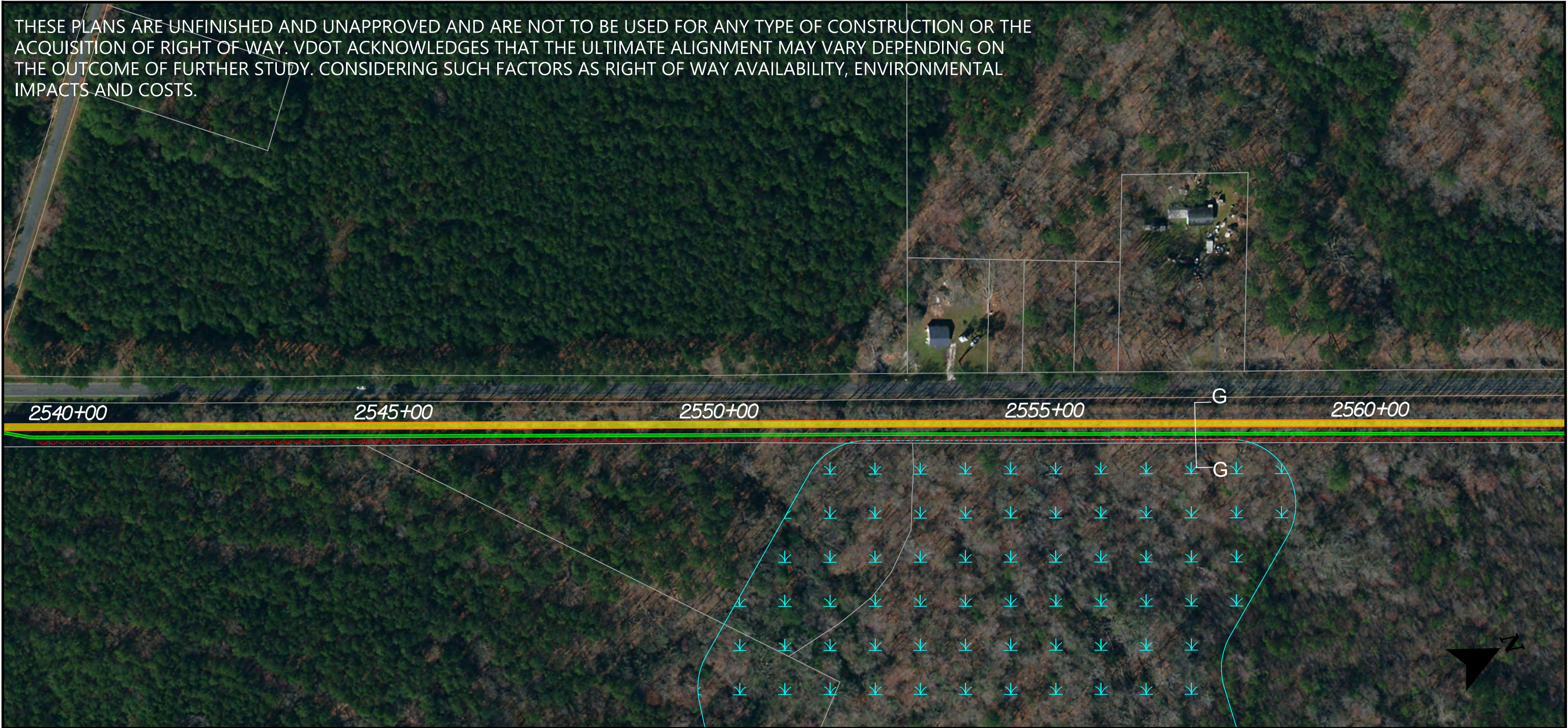
NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

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-L- STA. 2539+00 SEE SHEET 107

-L- STA. 2563+00 SEE SHEET 109



Eastern Shore Rail to Trail Study
Prefer. Alignment



Sheet 108 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

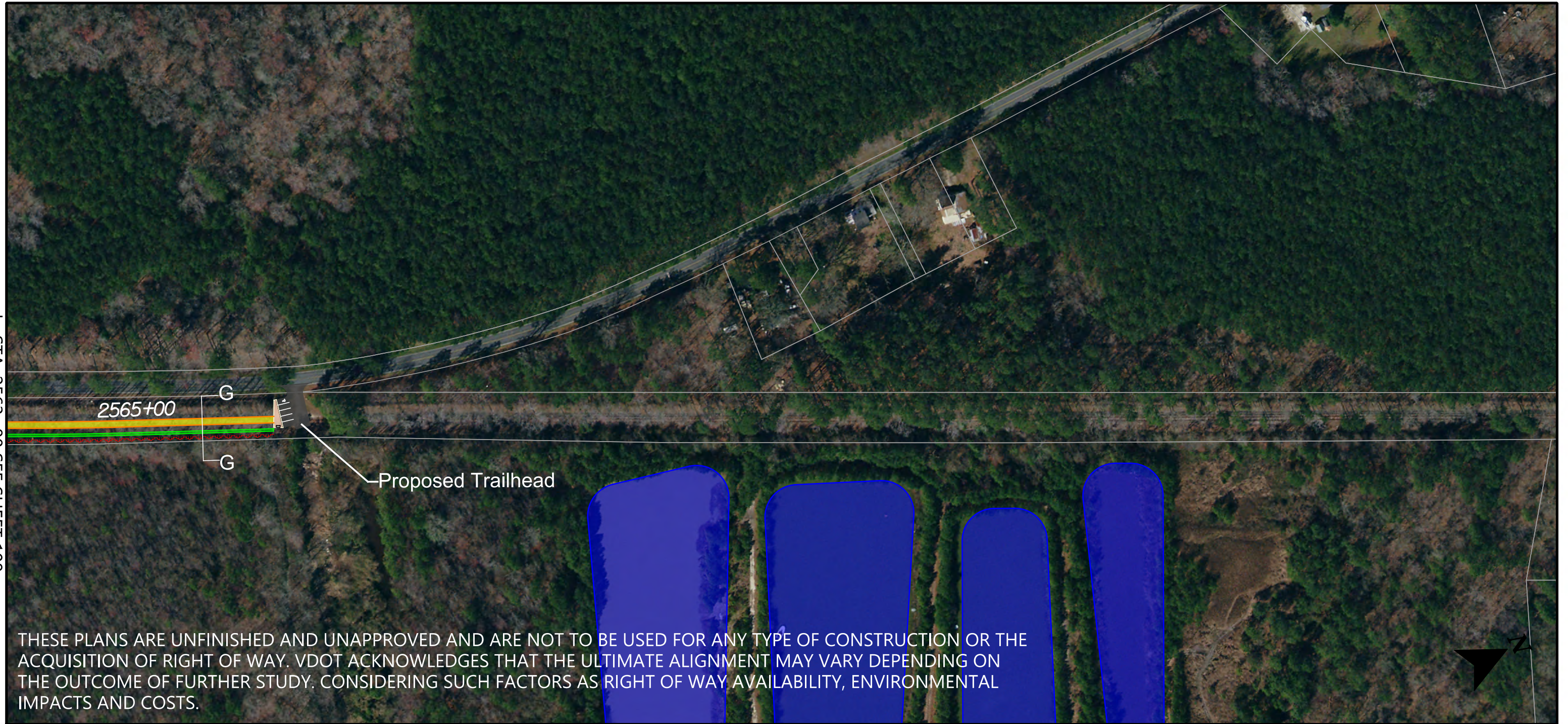
- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 2563+00 SEE SHEET 108



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Eastern Shore Rail to Trail Study Prefer. Alignment



Sheet 109 of 109
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical No.

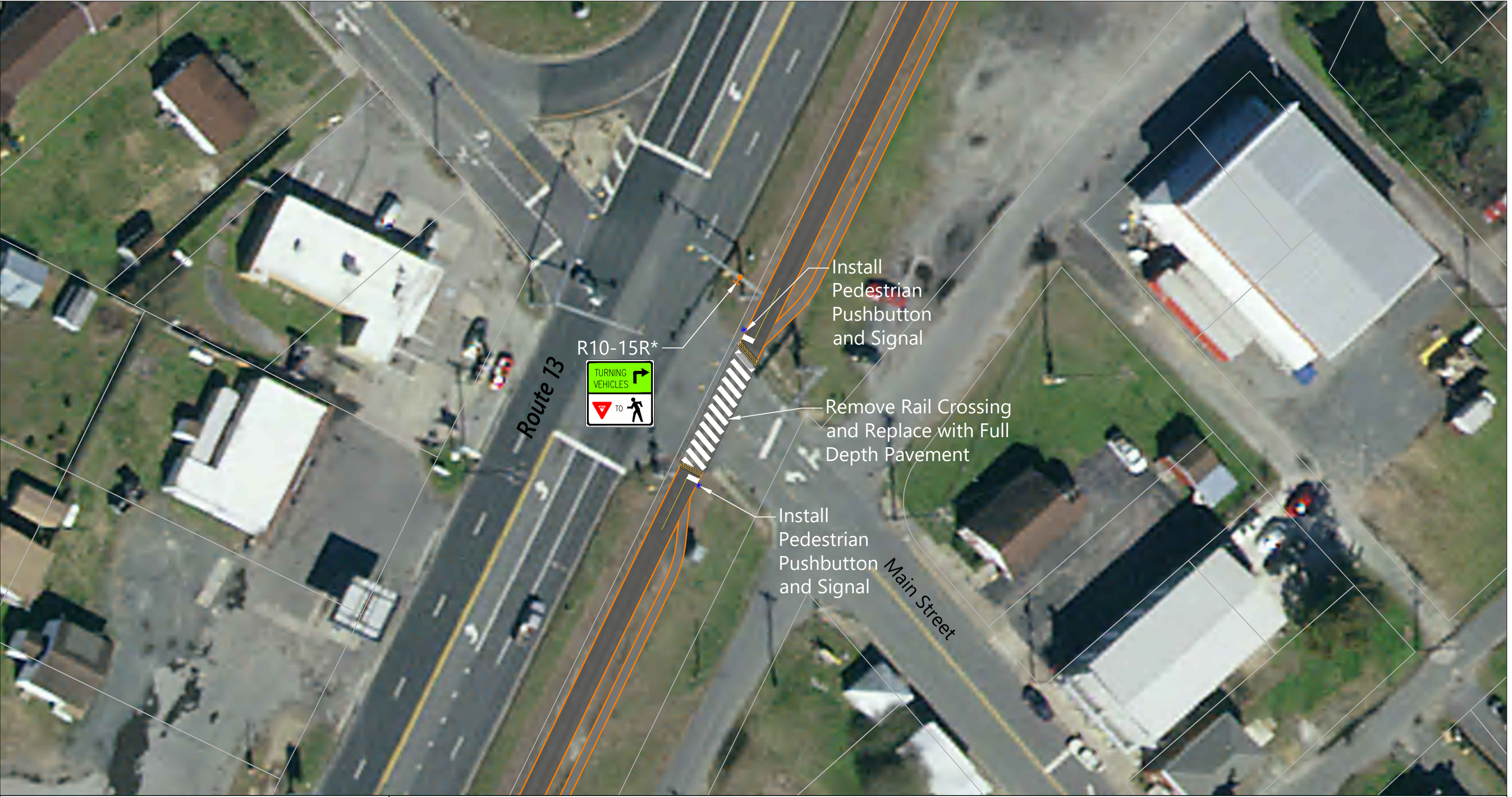
0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.



Appendix D2 – Typical Crossings

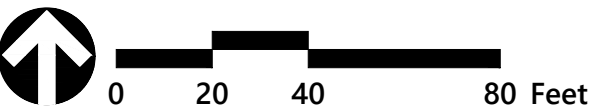


Eastern Shore Rail to Trail Study
TYPICAL CROSSING A
August 2020 | Signalized Crossing



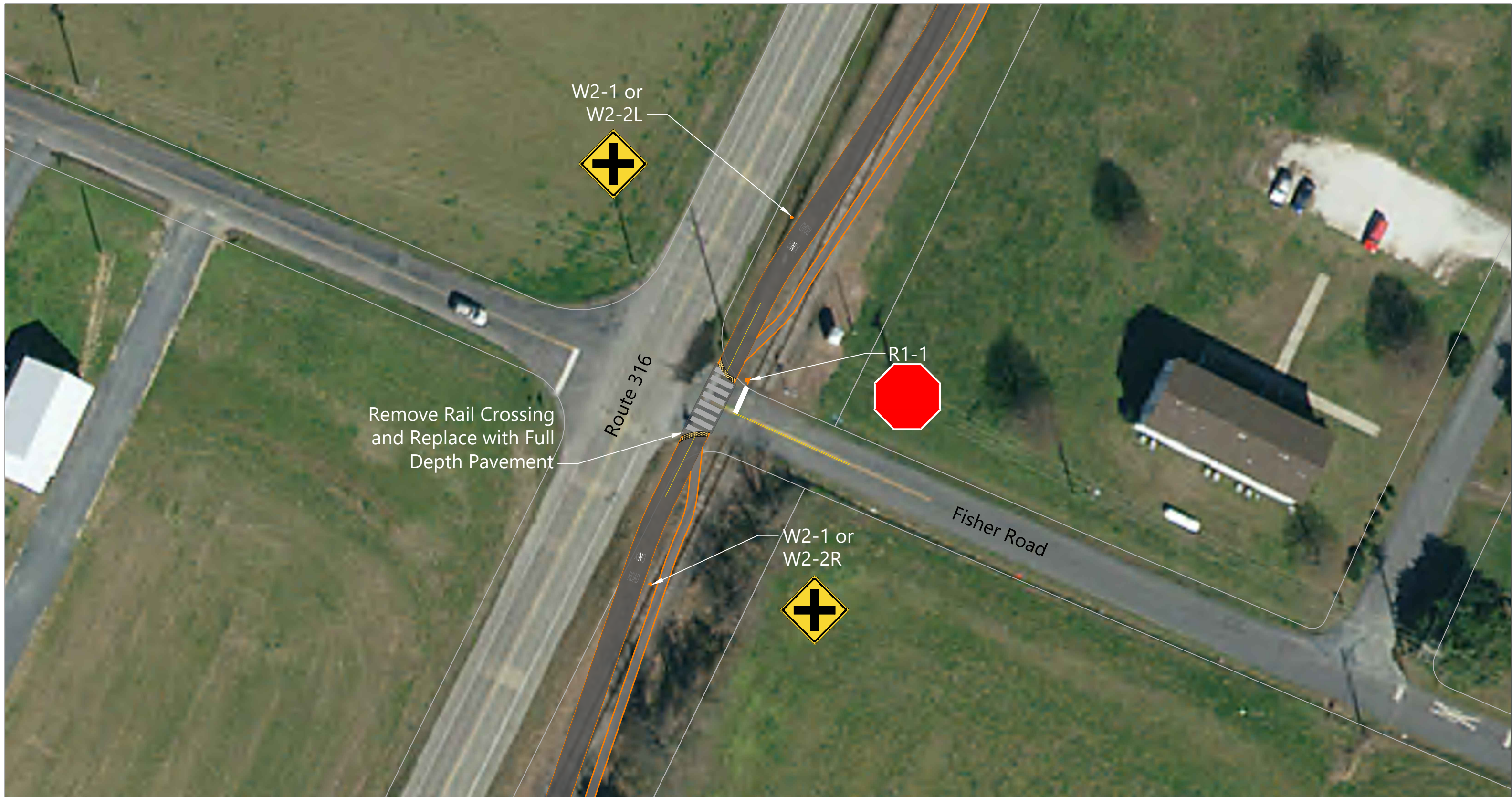
LEGEND

- Shared Use Path
- Parcel Boundary
- Alternative Soft Surface Path



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * R10-15R placement subject to loading analysis.

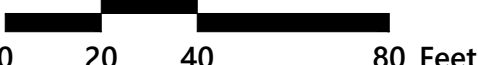


Eastern Shore Rail to Trail Study
TYPICAL CROSSING B
 August 2020 | Controlled Intersection Crossing
 with Low Conflicting Turning Volumes



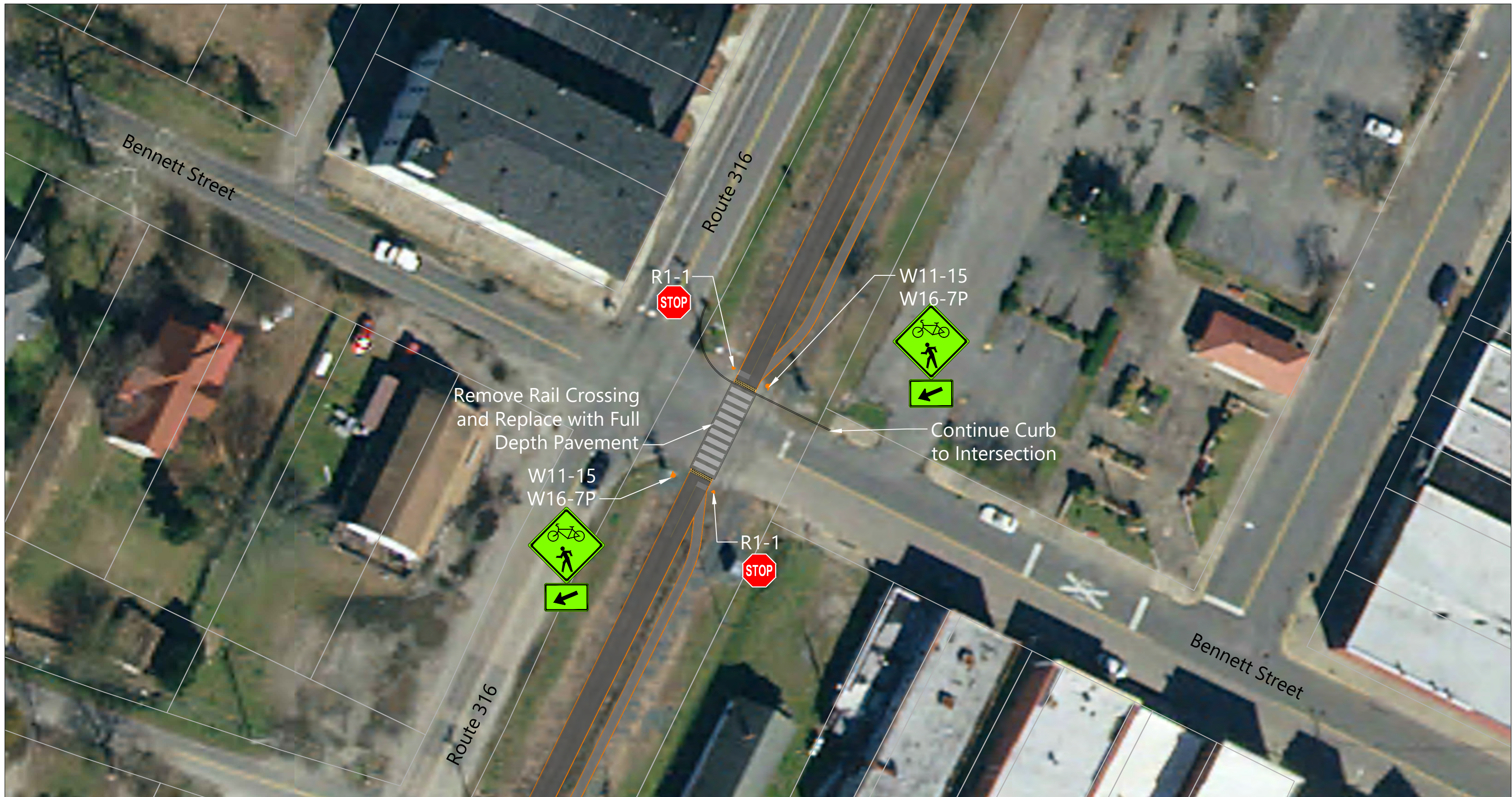

LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	

NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	




NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



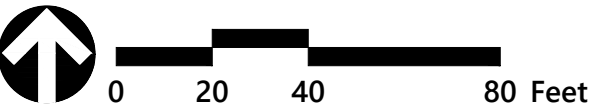
Eastern Shore Rail to Trail Study
TYPICAL CROSSING D

August 2020 | Mid-block Crossing on a Curve



LEGEND

- Shared Use Path
- Parcel Boundary
- Alternative Soft Surface Path



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



Eastern Shore Rail to Trail Study
TYPICAL CROSSING E
 August 2020 | Mid-block Crossing with Limited Sight Distance




LEGEND

 Shared Use Path	 Alternative Soft Surface Path
 Parcel Boundary	

NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.



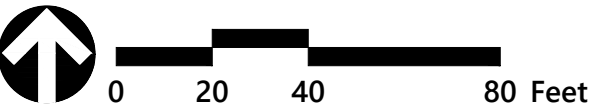
Eastern Shore Rail to Trail Study
TYPICAL CROSSING F

August 2020 | Unpaved Driveway Crossing at an Intersection



LEGEND

- Shared Use Path
- Alternative Soft Surface Path
- Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * Pavement markings and signs optional and to be determined in conjunction with VDOT Hampton Roads District Traffic Engineering Division during preliminary engineering.

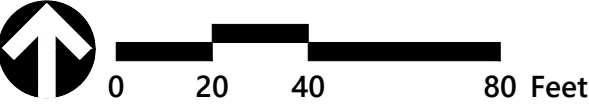


Eastern Shore Rail to Trail Study
TYPICAL CROSSING G
August 2020 | Unpaved Mid-block Driveway Crossing



LEGEND

- Shared Use Path
- Alternative Soft Surface Path
- Parcel Boundary



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * Pavement markings and signs optional and to be determined in conjunction with VDOT Hampton Roads District Traffic Engineering Division during preliminary engineering.



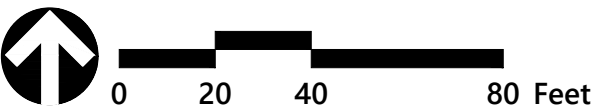
Eastern Shore Rail to Trail Study
TYPICAL CROSSING H

August 2020 | Controlled Intersection Crossing
with High Conflicting Turning Volumes



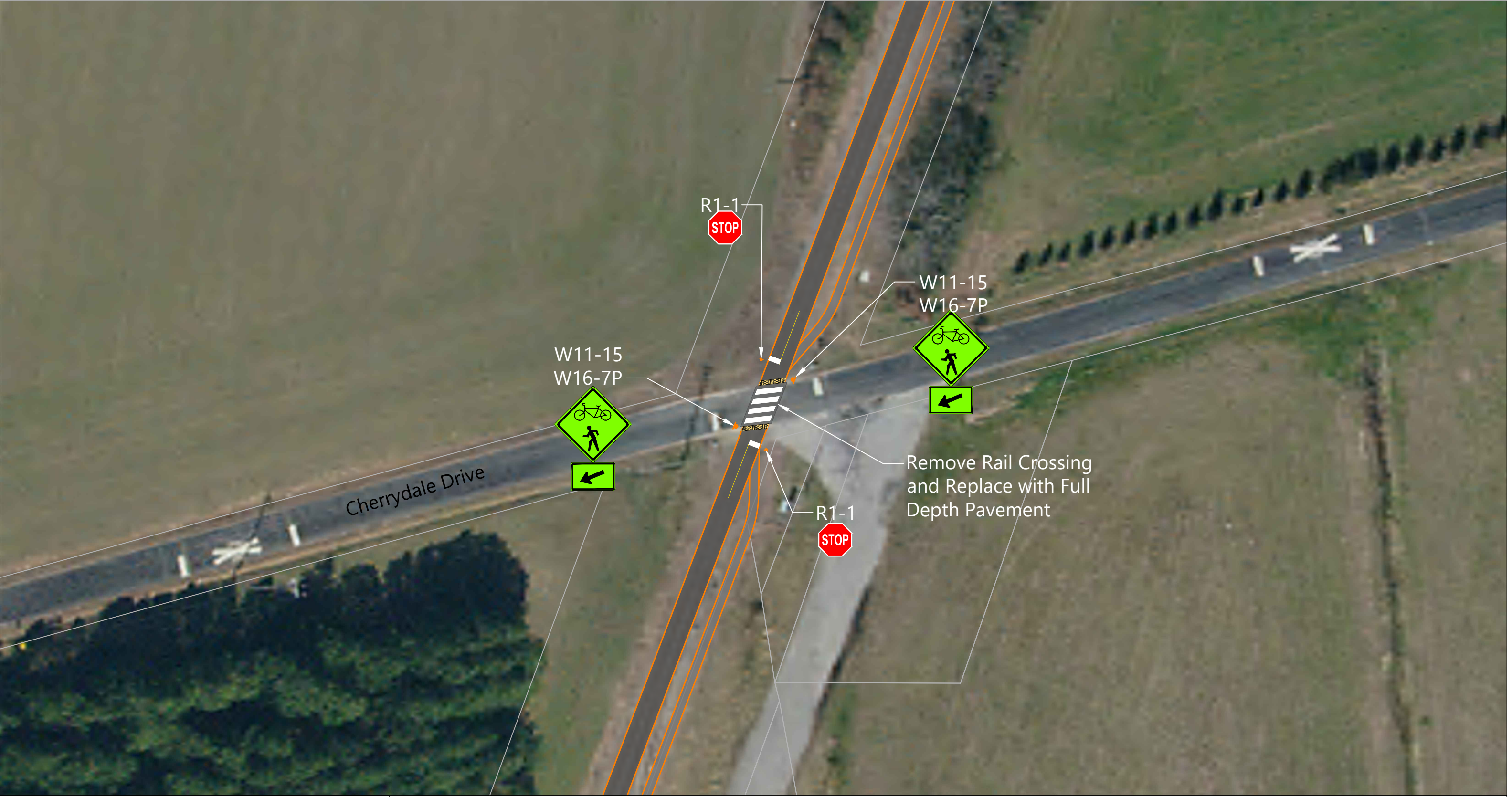
LEGEND

- Shared Use Path
- Parcel Boundary
- Alternative Soft Surface Path



NOTES

- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information.
- * These graphics are for presentation purposes only.
- * Actual crossing location to be determined during preliminary engineering based on common engineering practices.



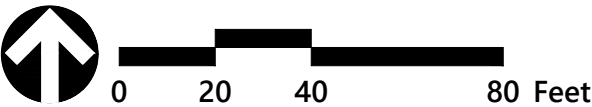
Eastern Shore Rail to Trail Study
TYPICAL CROSSING I

August 2020 | Mid-block Crossing with Adequate
Sight Distance



LEGEND

- Shared Use Path
- Parcel Boundary
- Alternative Soft Surface Path

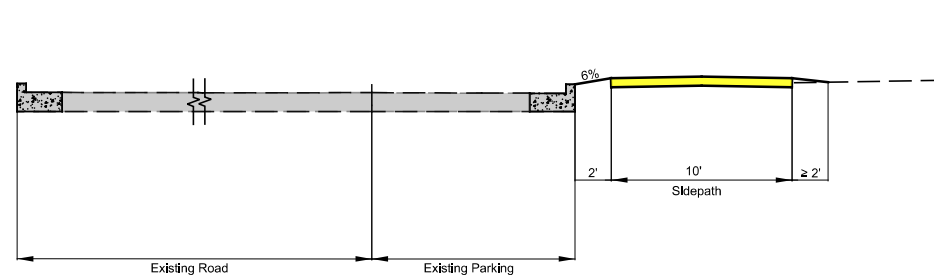


NOTES

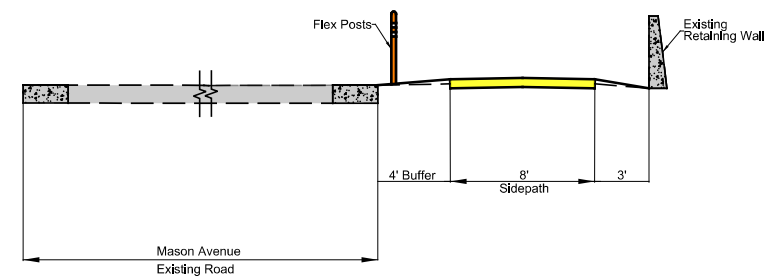
- * Removal of existing railroad crossing markings, signing, and signal equipment assumed under separate effort.
- * Final design to be determined during preliminary engineering.
- * ROW based on Northampton and Accomack County GIS parcel information. Final design to be within survey-based ROW.
- * These graphics are for presentation purposes only.



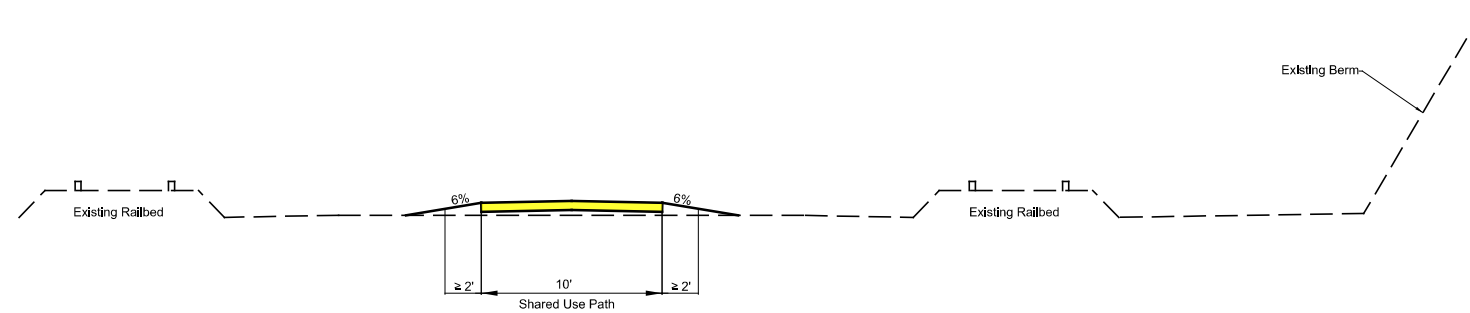
Appendix D3 – Typical Sections



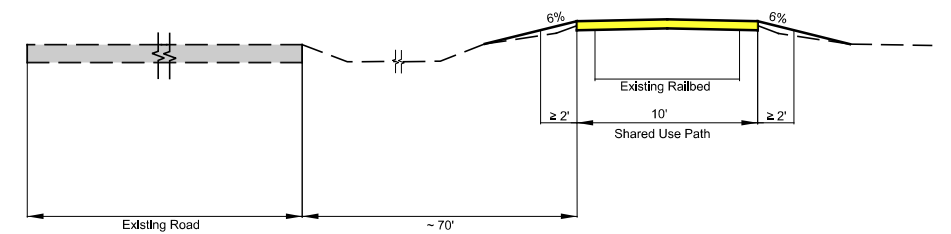
TYPICAL A



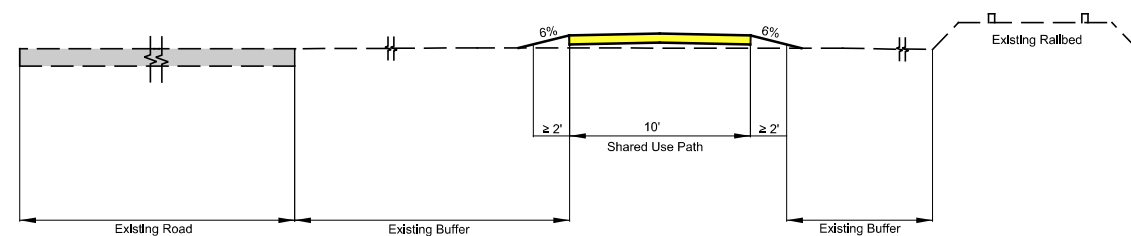
TYPICAL B



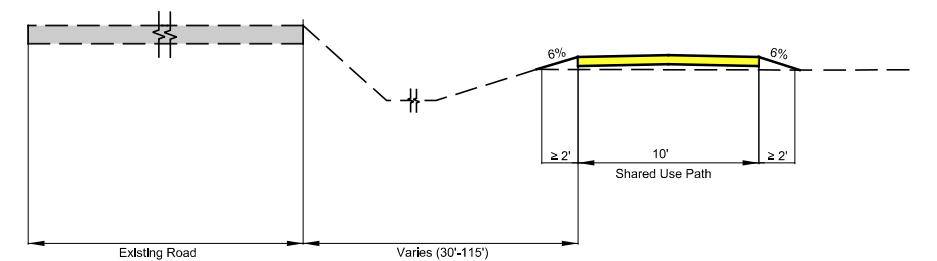
TYPICAL C



TYPICAL D
ON EXISTING RAILBED



TYPICAL E



TYPICAL F

Eastern Shore Rail to Trail Study

Typical Sections

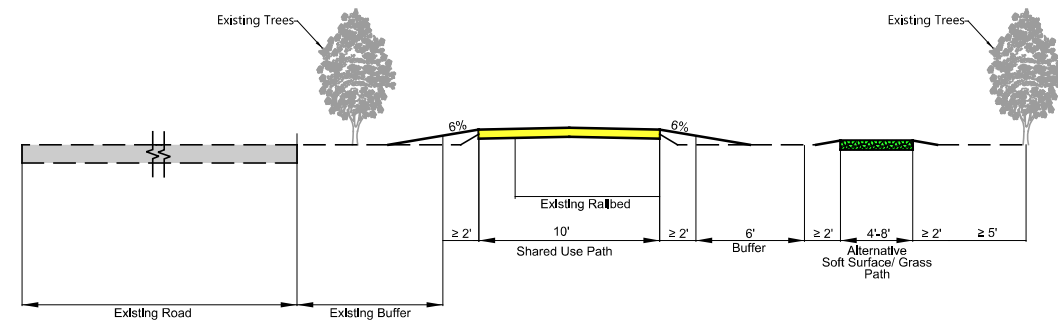


SHEET 1 OF 10
PROJECT NO. 46267-1-17-37

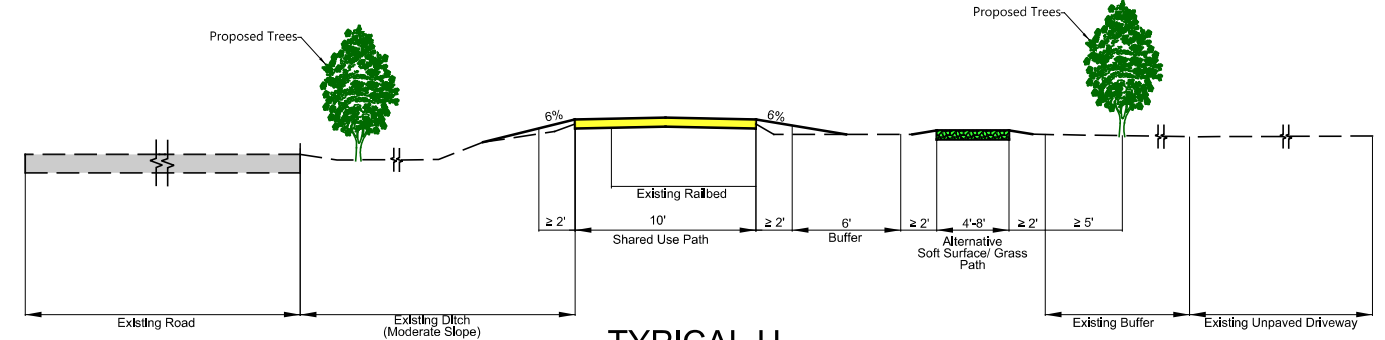
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY, CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

NOTE: TYPICALS NOT TO SCALE

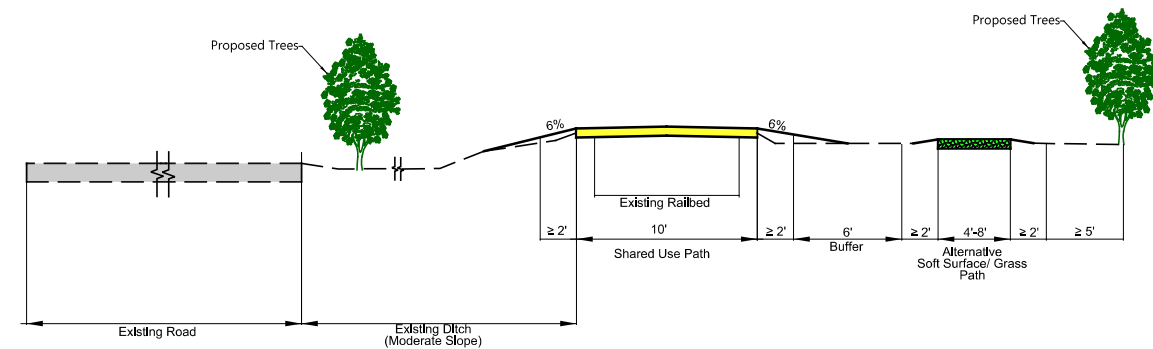




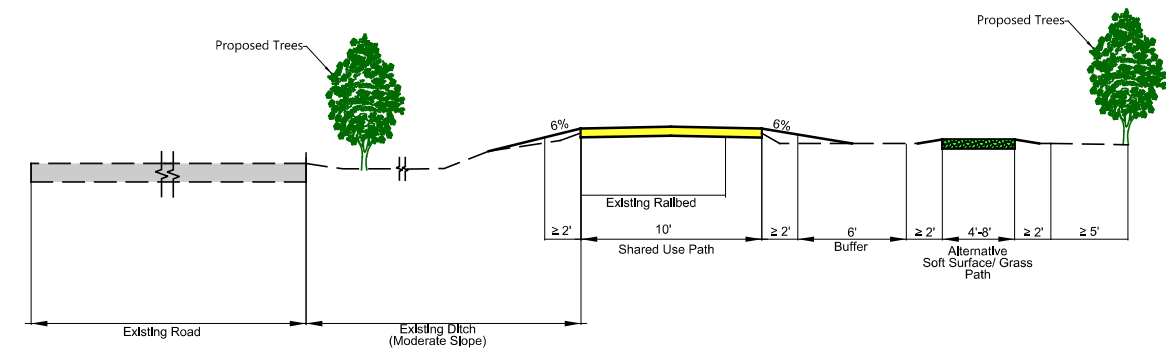
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ON EXISTING RAILBED**



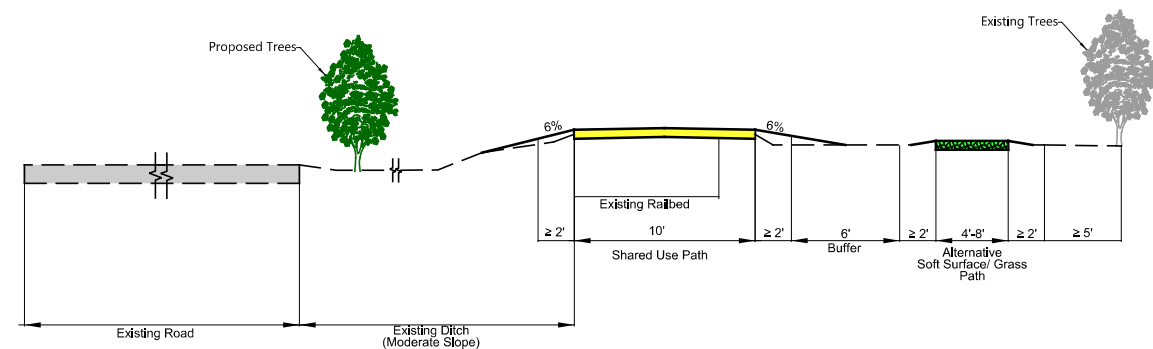
**TYPICAL H
ON EXISTING RAILBED**



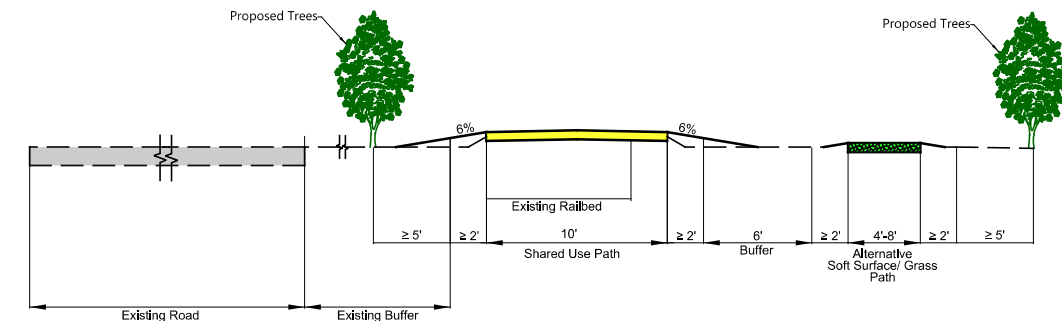
**TYPICAL I
ON EXISTING RAILBED**



**TYPICAL J
ON EXISTING RAILBED**



**TYPICAL K
ON EXISTING RAILBED**



**TYPICAL L
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study **Typical Sections**

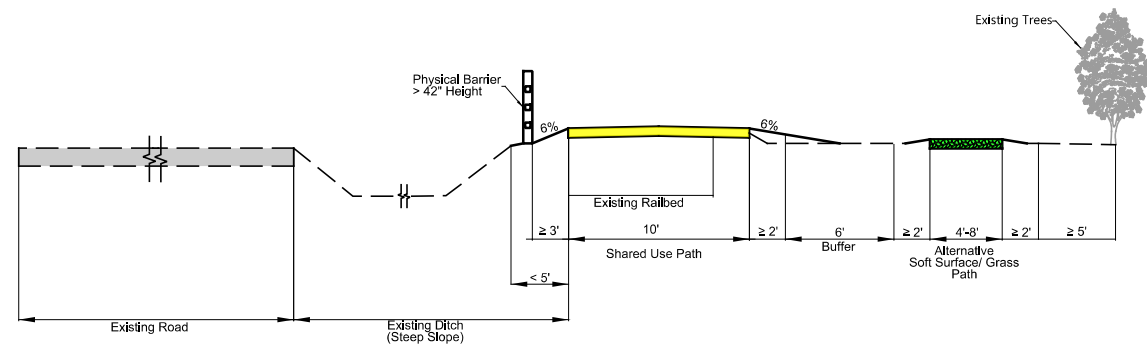


SHEET 2 OF 10
PROJECT NO. 46267-1-17-37

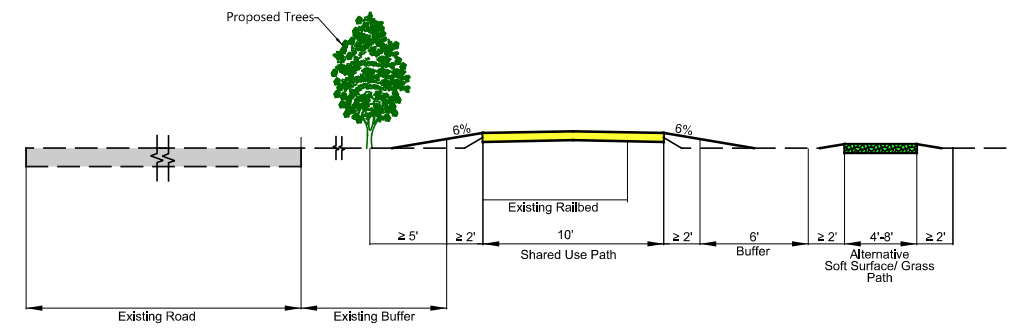
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NOTE: TYPICALS NOT TO SCALE

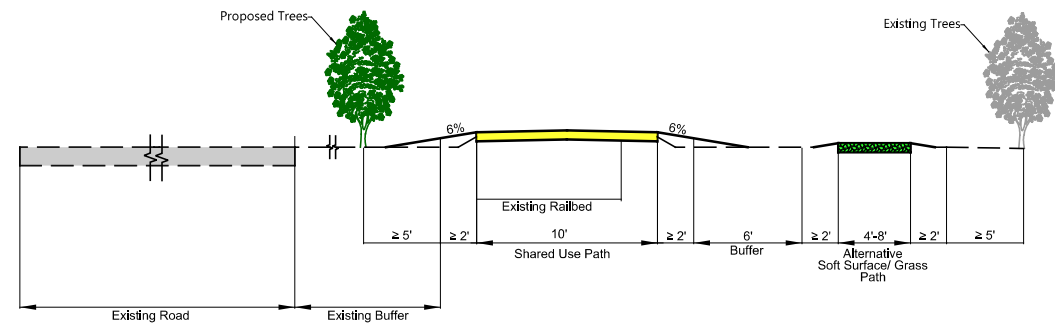




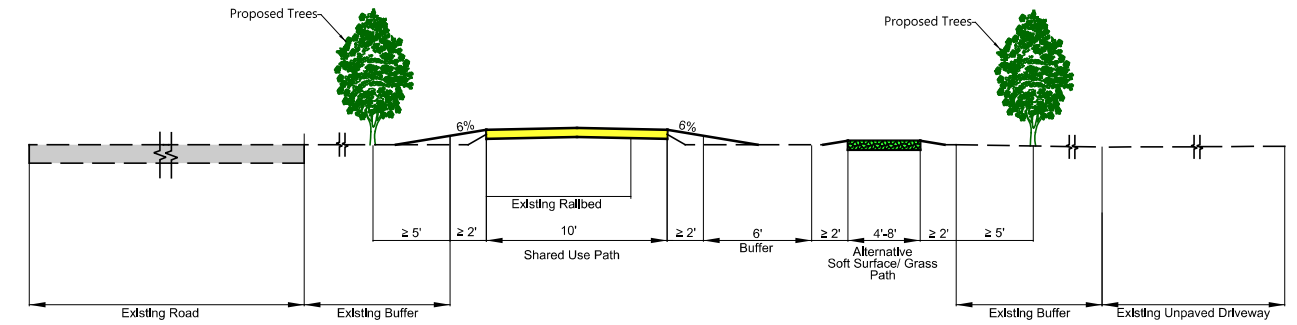
**TYPICAL M
ON EXISTING RAILBED**



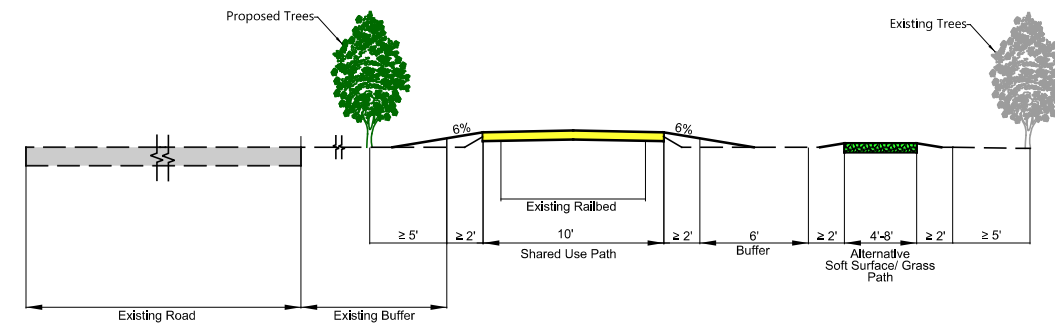
**TYPICAL N
ON EXISTING RAILBED**



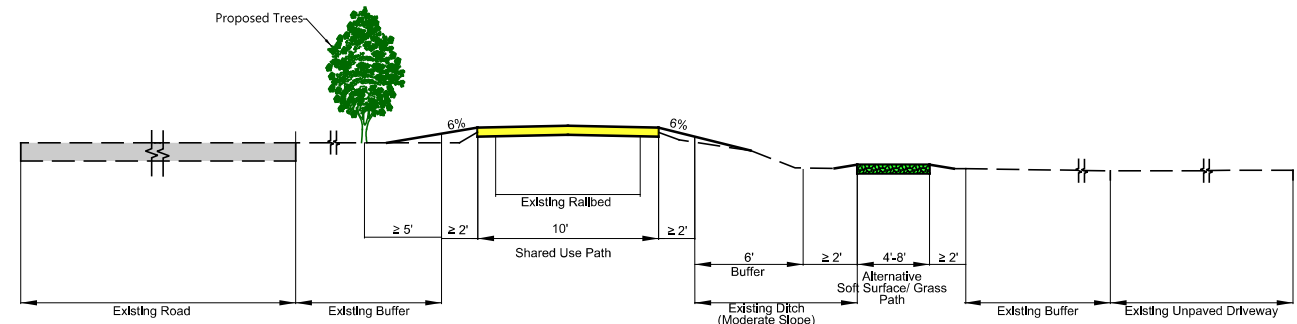
**TYPICAL O
ON EXISTING RAILBED**



**TYPICAL P
ON EXISTING RAILBED**



**TYPICAL Q
ON EXISTING RAILBED**



**TYPICAL R
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study

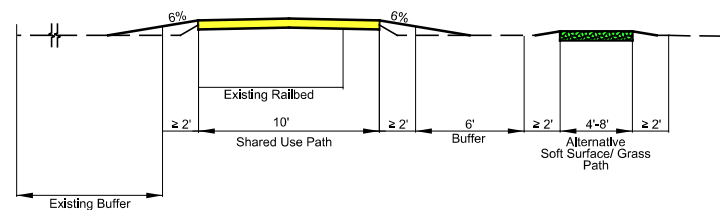
Typical Sections



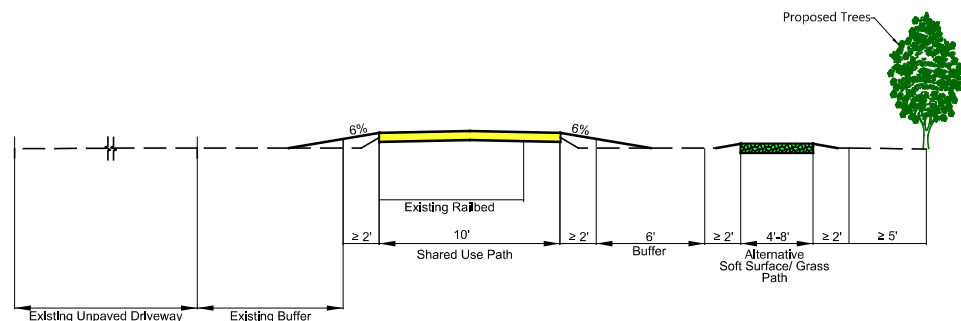
SHEET 3 OF 10
PROJECT NO. 46267-1-17-37

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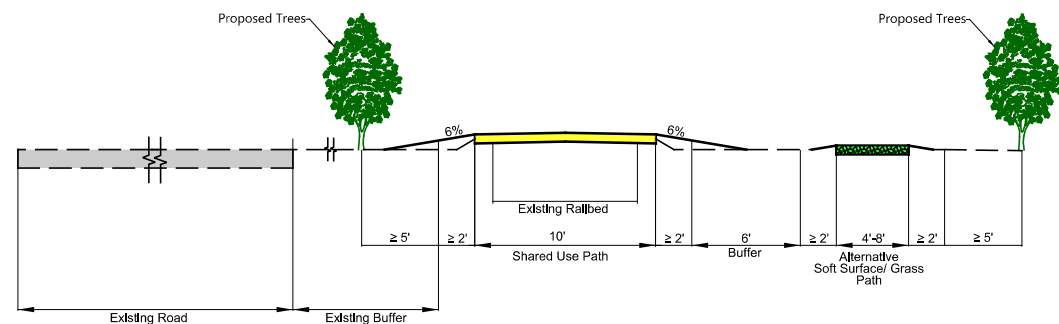
NOTE: TYPICALS NOT TO SCALE



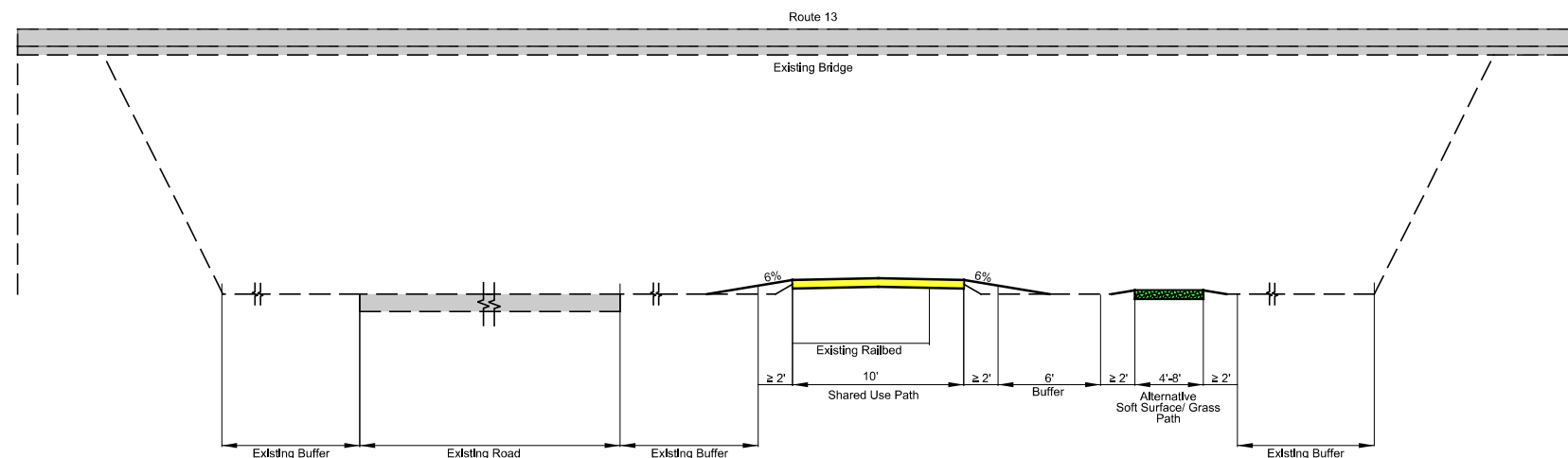
**TYPICAL S
ON EXISTING RAILBED**



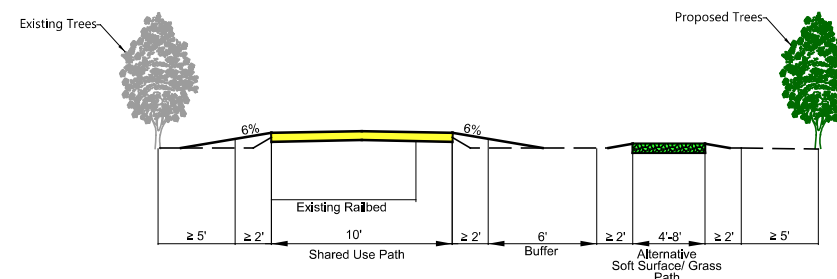
**TYPICAL U
ON EXISTING RAILBED**



**TYPICAL W
ON EXISTING RAILBED**



**TYPICAL T
ON EXISTING RAILBED**



**TYPICAL V
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study

Typical Sections

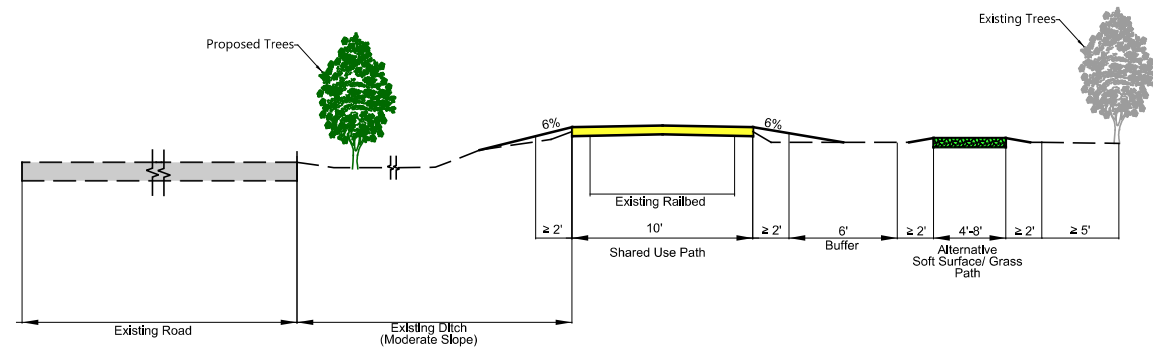


SHEET 4 OF 10
PROJECT NO. 46267-1-17-37

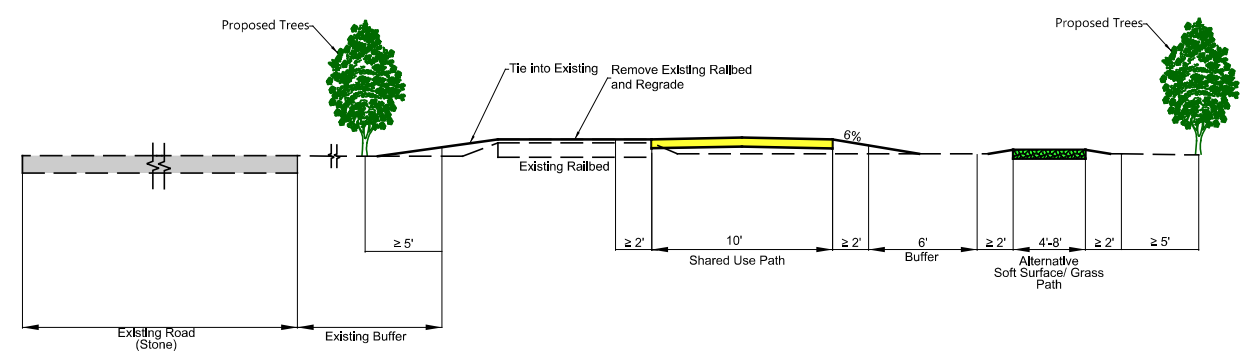
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY, CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS AND COSTS.

NOTE: TYPICALS NOT TO SCALE

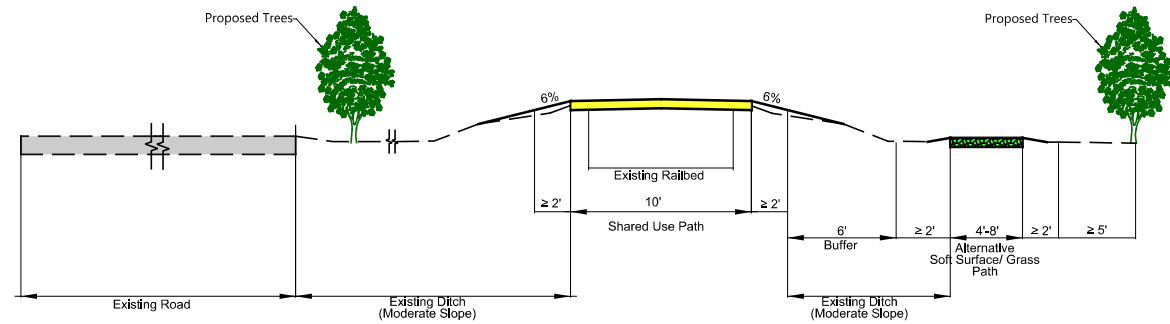




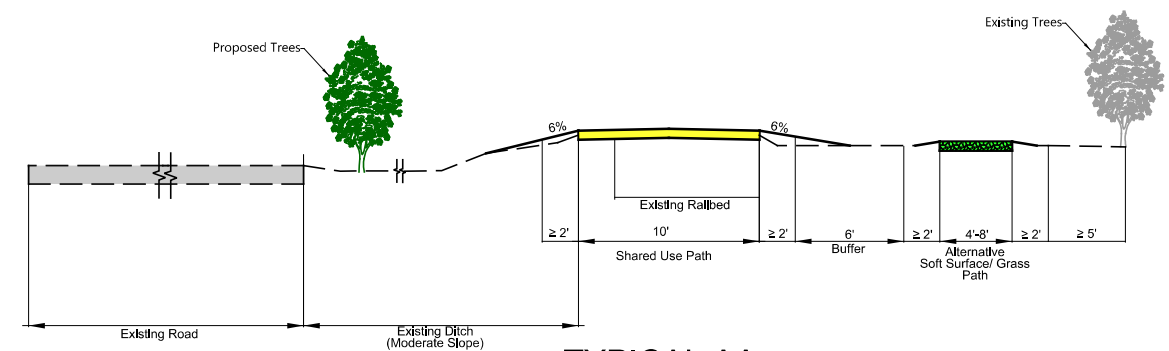
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ON EXISTING RAILBED**



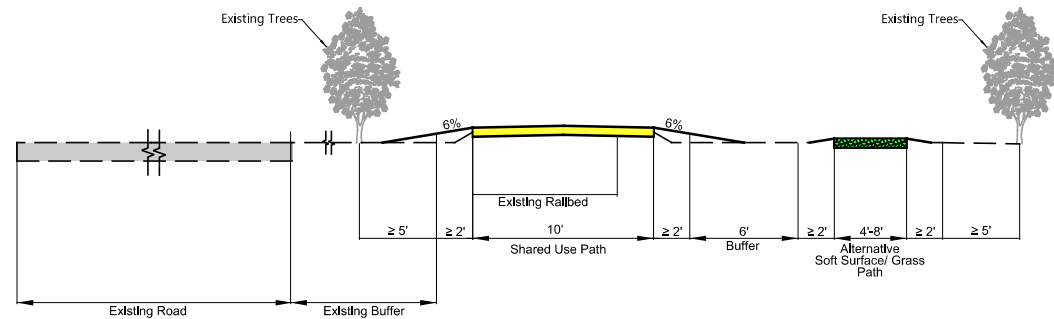
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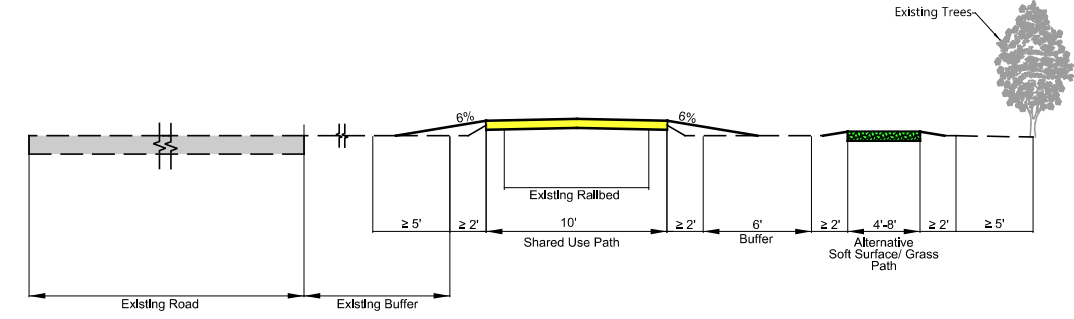
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ON EXISTING RAILBED**



**TYPICAL AA
ON EXISTING RAILBED**



**TYPICAL BB
ON EXISTING RAILBED**



**TYPICAL CC
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study

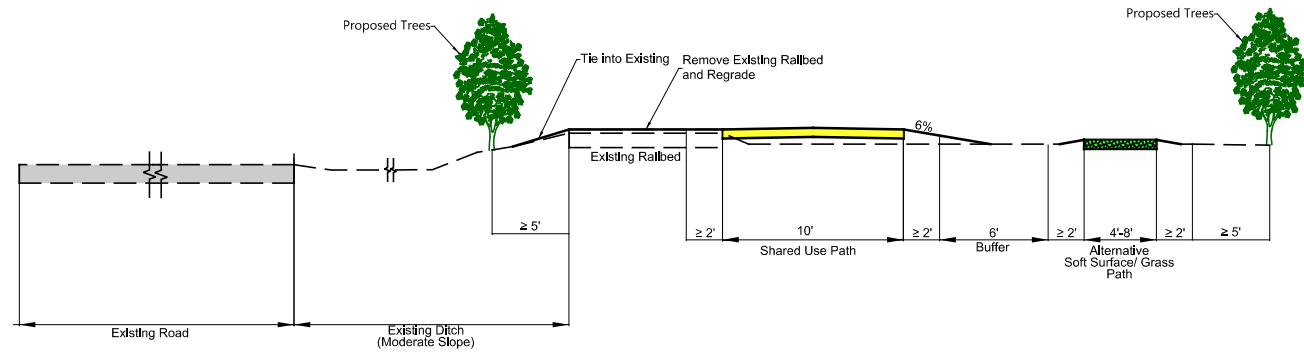
Typical Sections



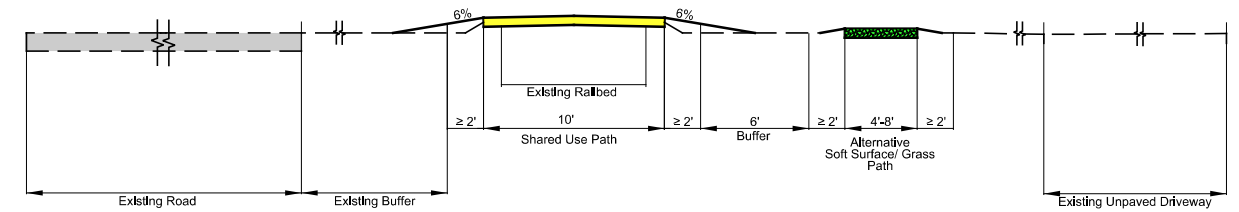
SHEET 5 OF 10
PROJECT NO. 46267-1-17-37

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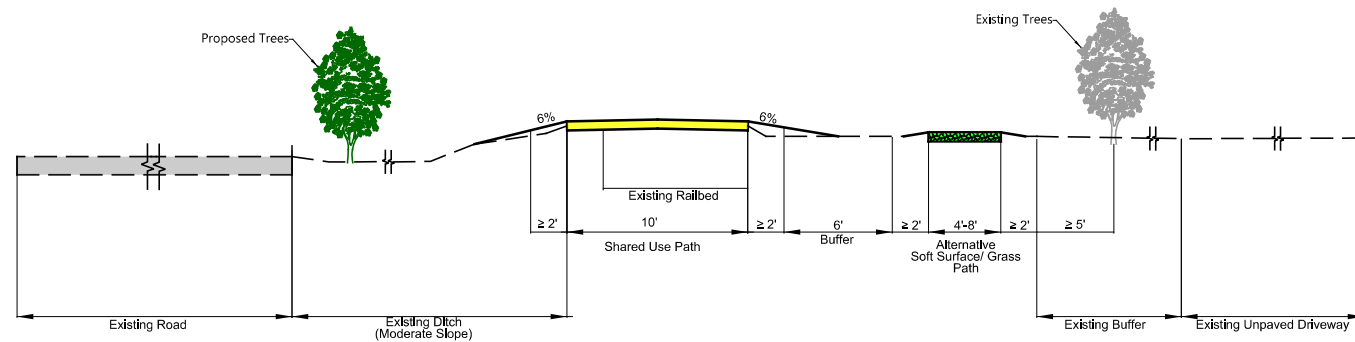
NOTE: TYPICALS NOT TO SCALE



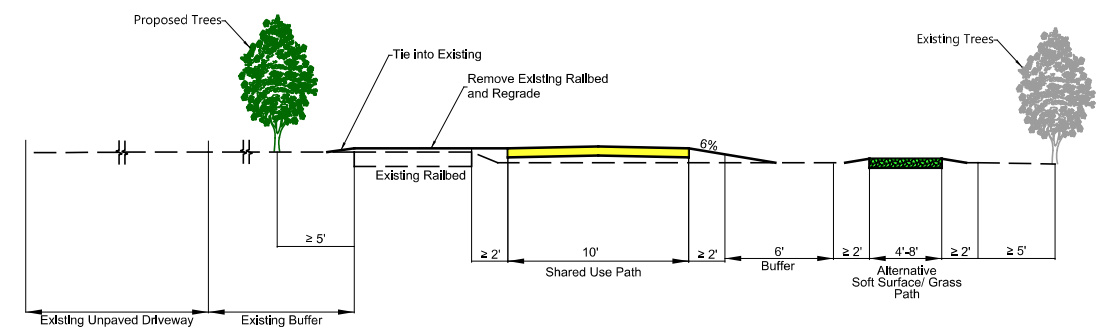
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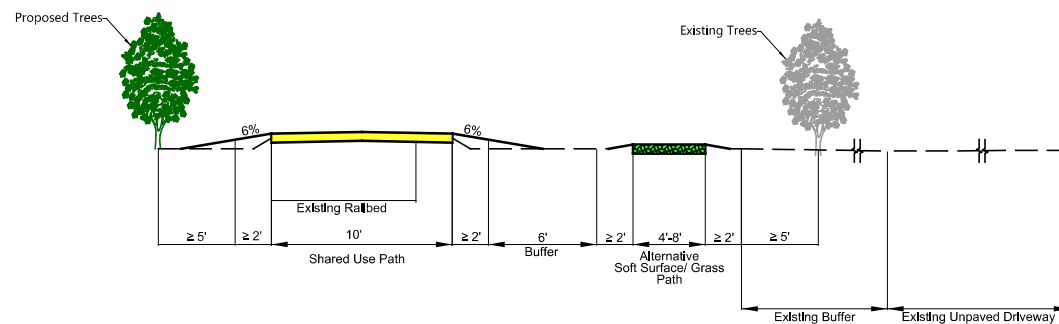
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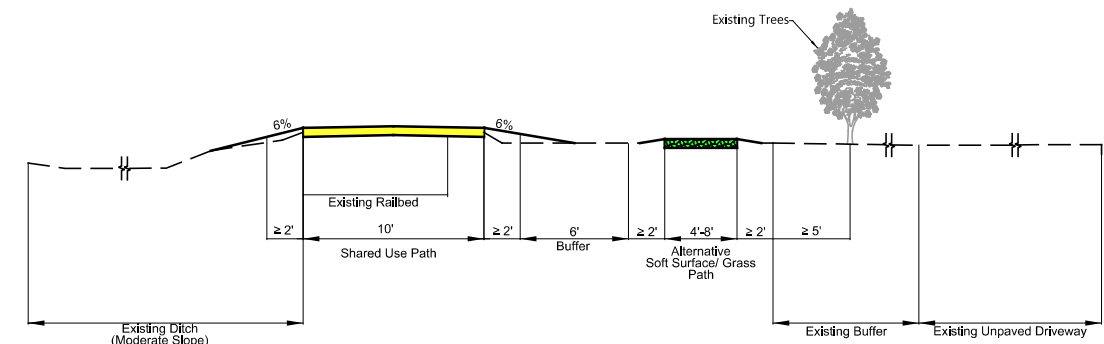
TYPICAL FF
ON EXISTING RAILBED



TYPICAL GG
ADJACENT TO EXISTING RAILBED



TYPICAL HH
ON EXISTING RAILBED



TYPICAL II
ON EXISTING RAILBED

Eastern Shore Rail to Trail Study

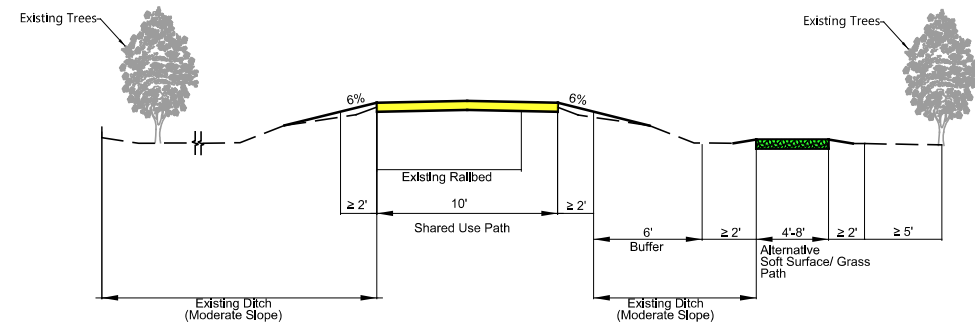
Typical Sections



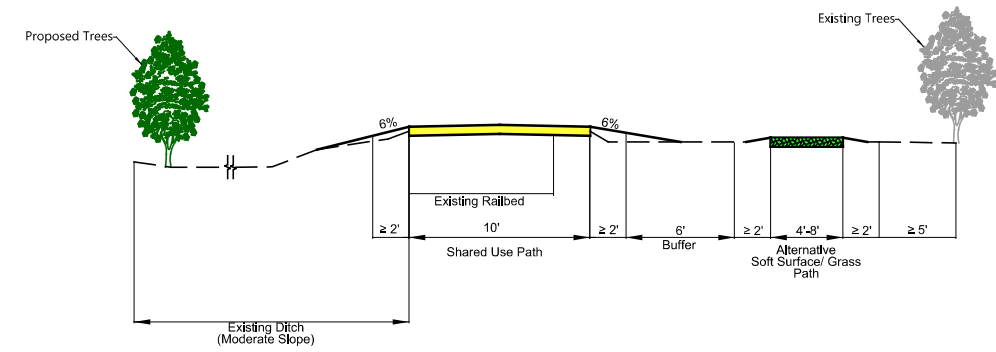
SHEET 6 OF 10
PROJECT NO. 46267-1-17-37

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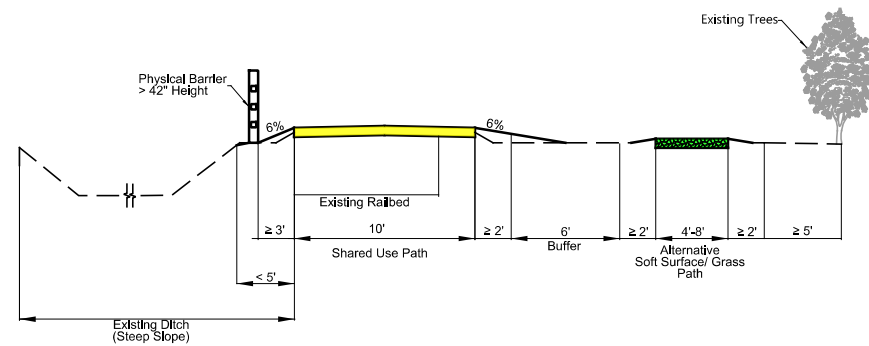
NOTE: TYPICALS NOT TO SCALE



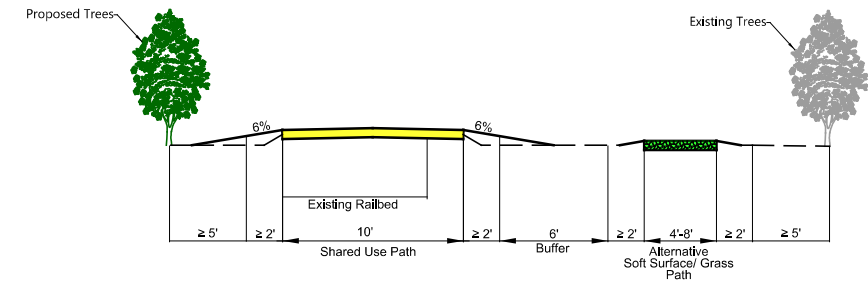
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ON EXISTING RAILBED**



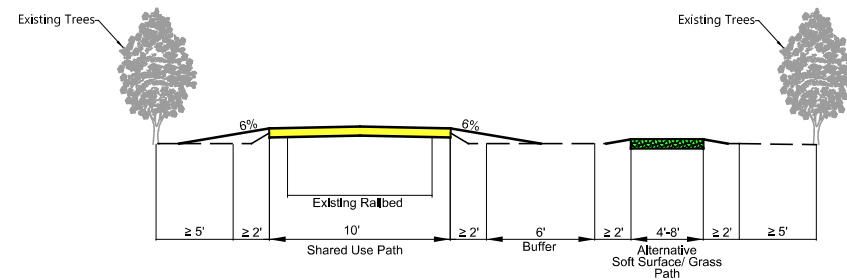
**TYPICAL KK
ON EXISTING RAILBED**



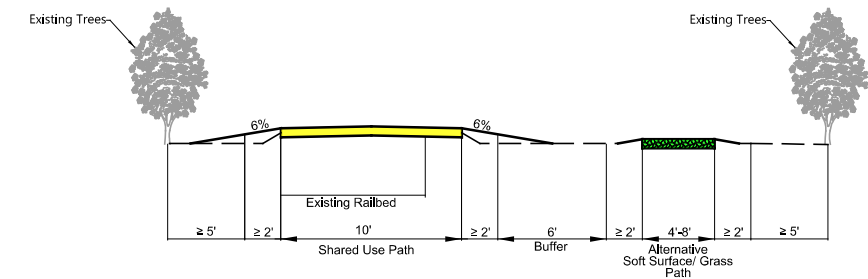
**TYPICAL LL
ON EXISTING RAILBED**



**TYPICAL MM
ON EXISTING RAILBED**



**TYPICAL NN
ON EXISTING RAILBED**



**TYPICAL OO
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study Typical Sections

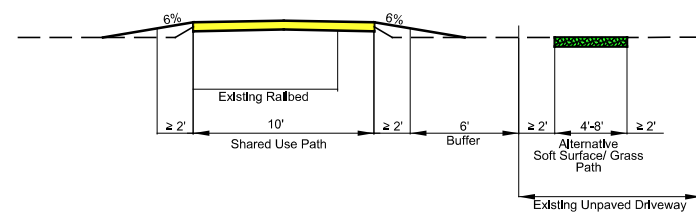


SHEET 7 OF 10
PROJECT NO. 46267-1-17-37

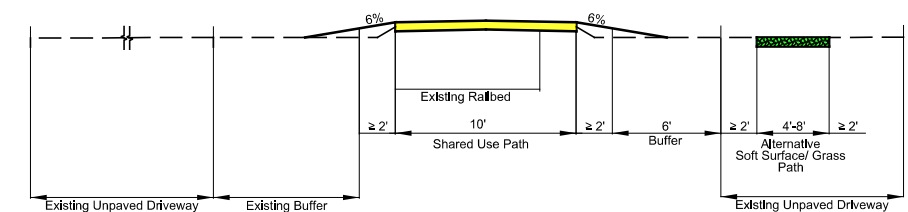
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NOTE: TYPICALS NOT TO SCALE

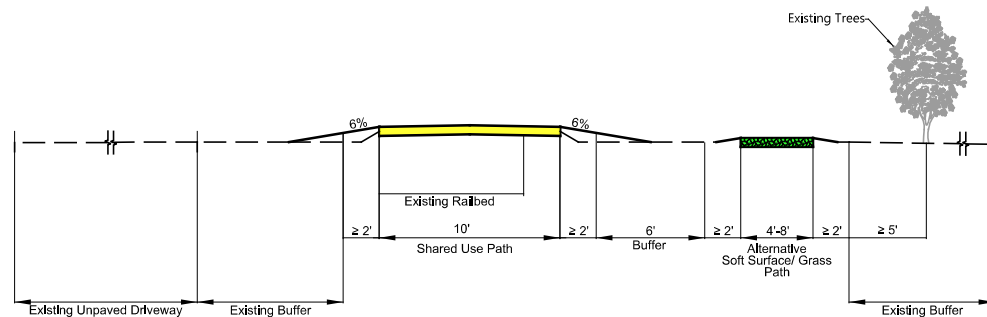




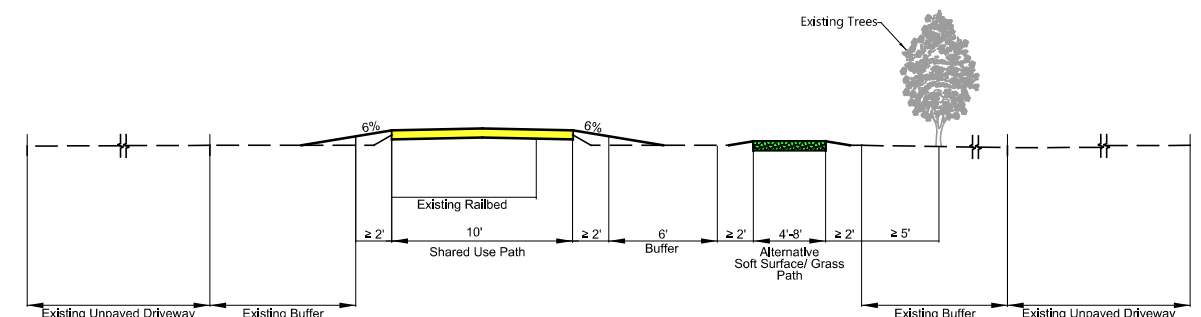
**TYPICAL PP
ON EXISTING RAILBED**



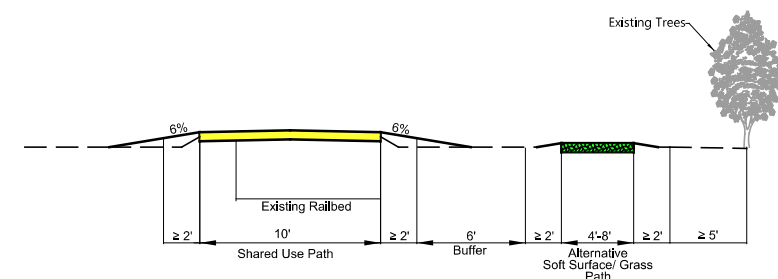
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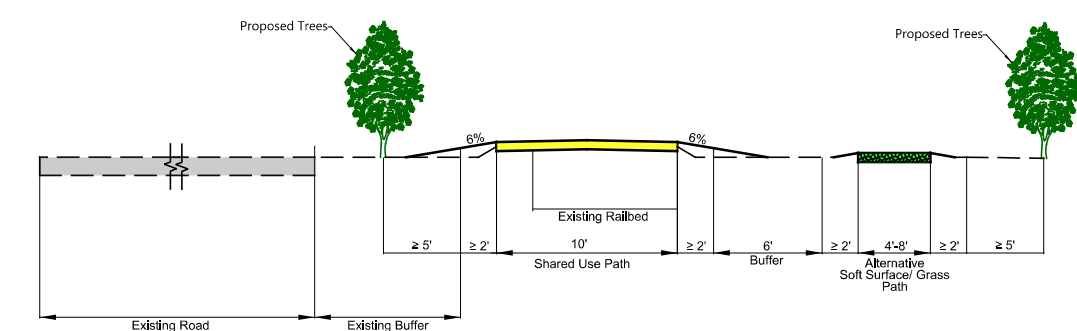
**TYPICAL RR
ON EXISTING RAILBED**



**TYPICAL SS
ON EXISTING RAILBED**



**TYPICAL TT
ON EXISTING RAILBED**



**TYPICAL UU
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study

Typical Sections

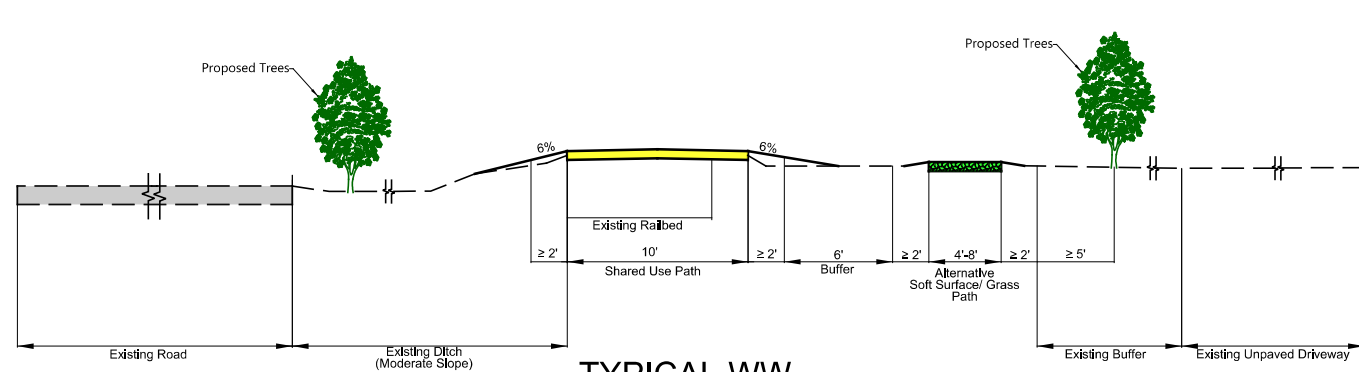


SHEET 8 OF 10
PROJECT NO. 46267-1-17-37

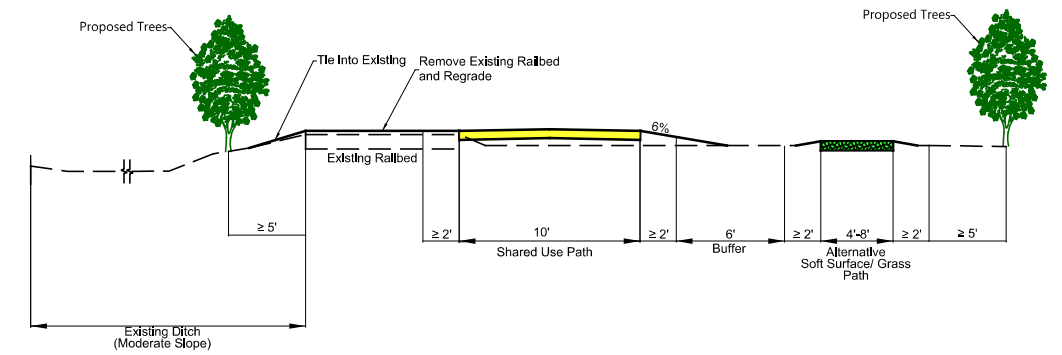
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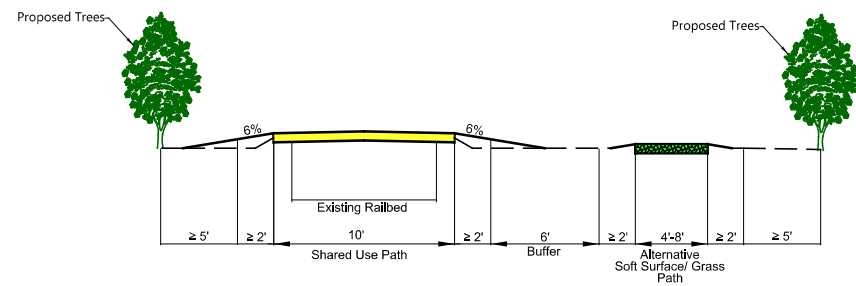




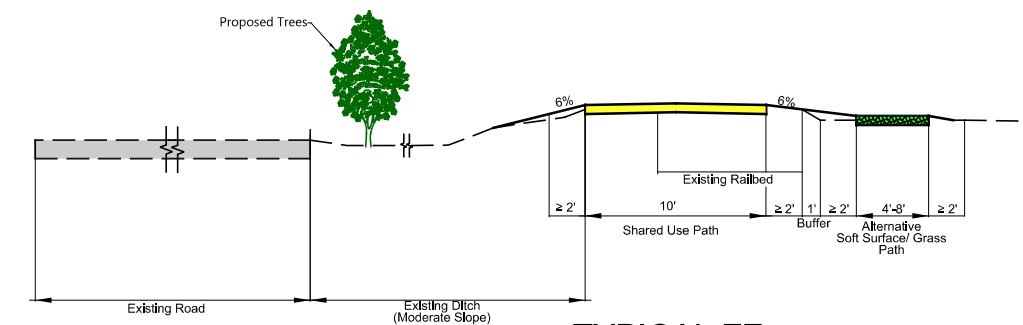
**TYPICAL WW
ON EXISTING RAILBED**



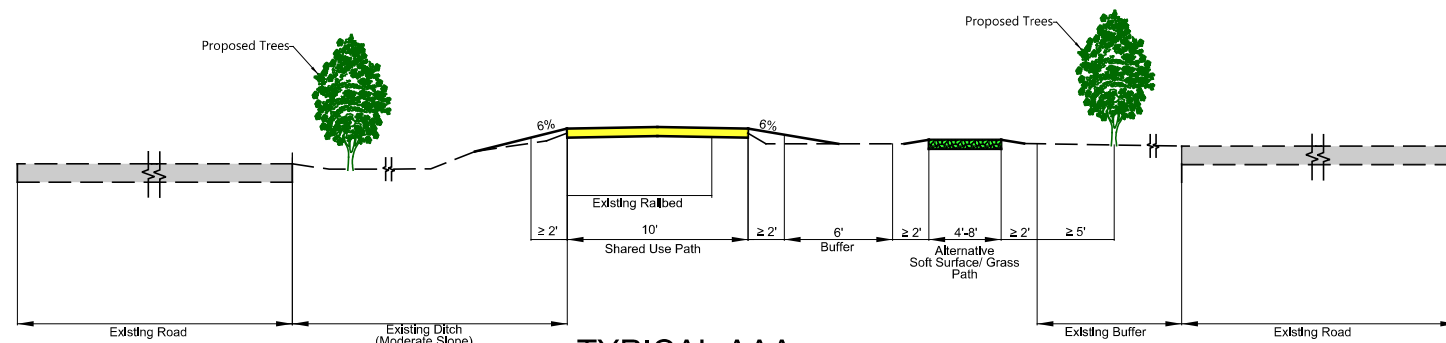
**TYPICAL XX
ADJACENT TO EXISTING RAILBED**



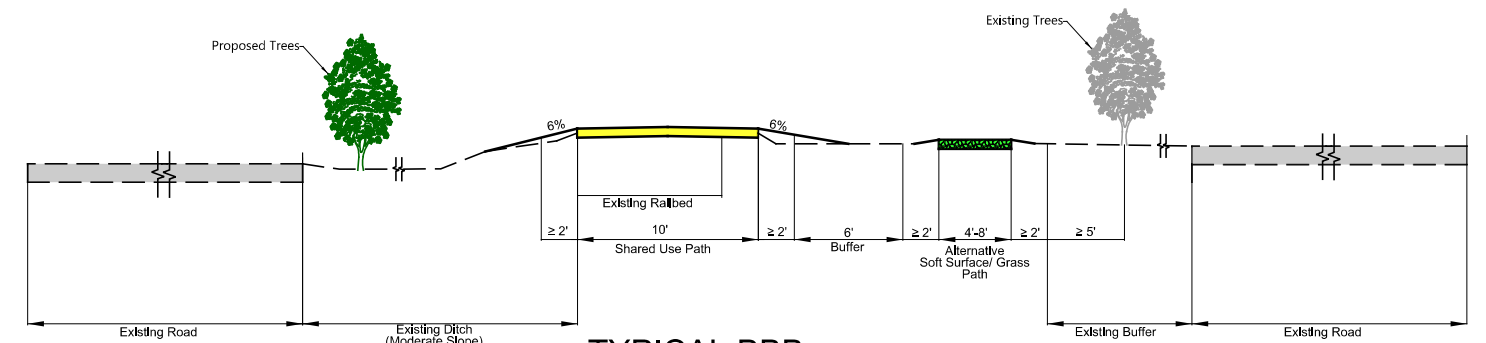
**TYPICAL YY
ON EXISTING RAILBED**



**TYPICAL ZZ
ON EXISTING RAILBED**



**TYPICAL AAA
ON EXISTING RAILBED**



**TYPICAL BBB
ON EXISTING RAILBED**

Eastern Shore Rail to Trail Study

Typical Sections

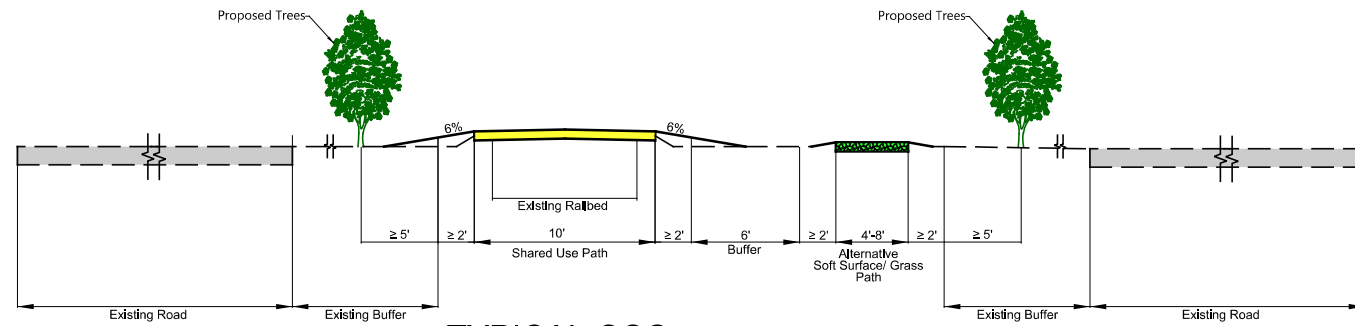


SHEET 9 OF 10
PROJECT NO. 46267-1-17-37

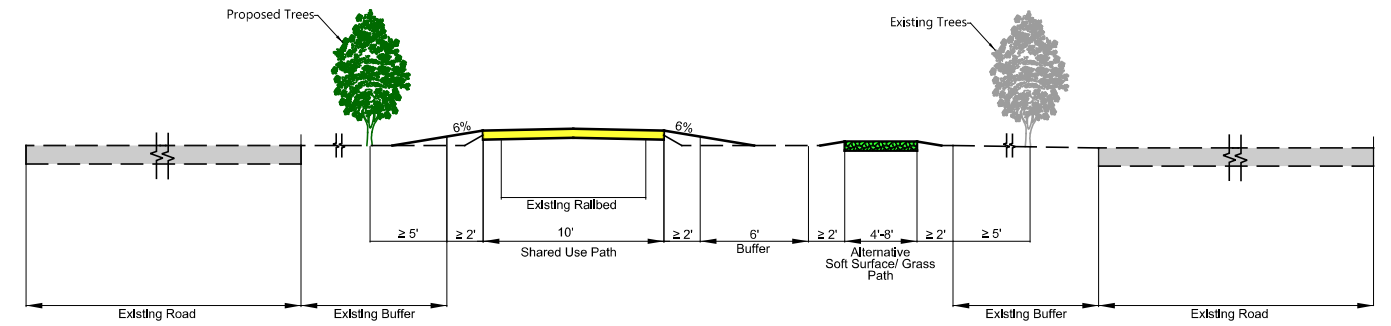
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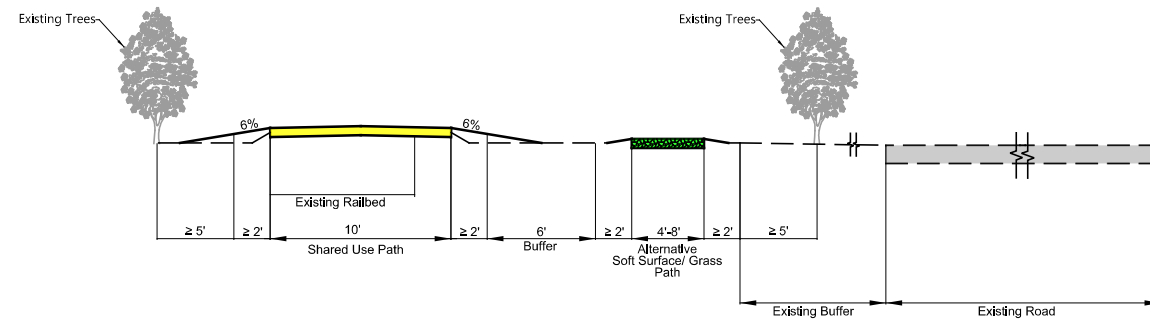




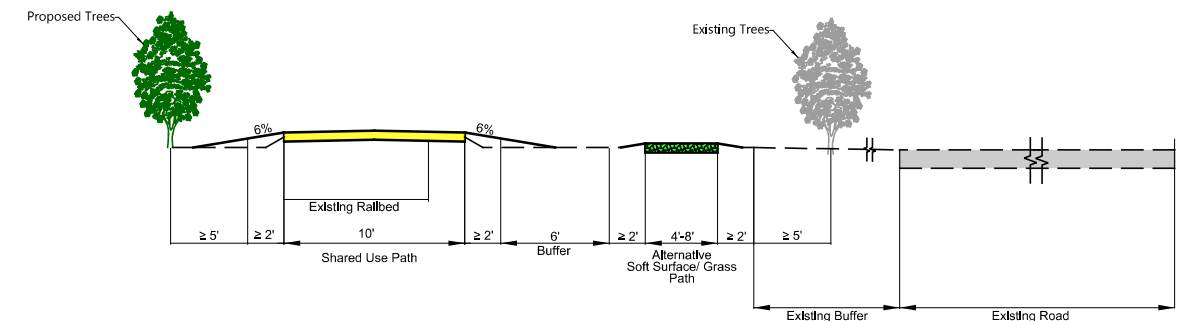
TYPICAL CCC
ON EXISTING RAILBED



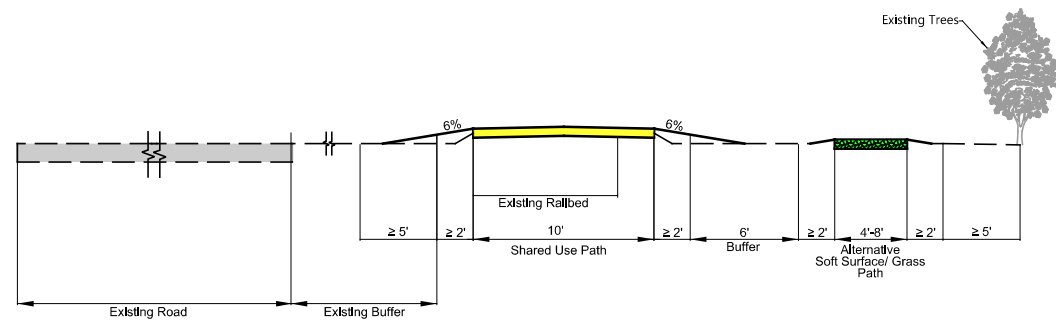
TYPICAL DDD
ON EXISTING RAILBED



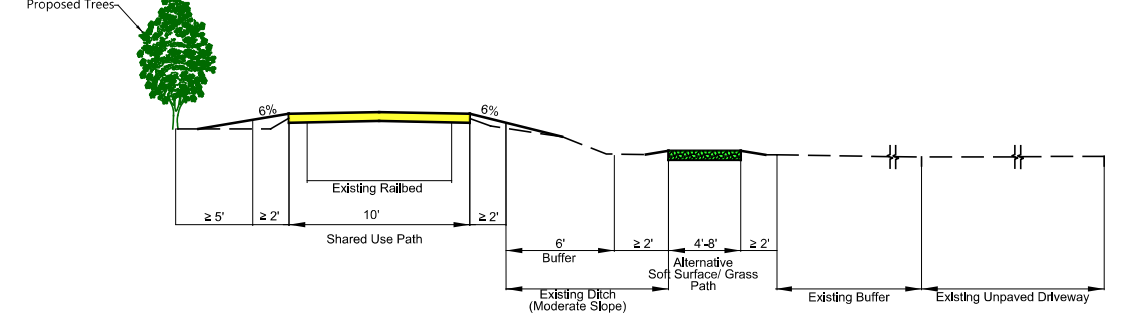
TYPICAL FEE
ON EXISTING RAILBED



TYPICAL FFF
ON EXISTING RAILBED



TYPICAL GGG
ON EXISTING RAILBED



TYPICAL HHH
ON EXISTING RAILBED

Eastern Shore Rail to Trail Study

Typical Sections



SHEET 10 OF 10
PROJECT NO. 46267-1-17-37

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NOTE: TYPICALS NOT TO SCALE





Appendix D4 – Planning-Level Cost Estimates



Eastern Shore Rail to Trail - Shared Use Path					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 100,889.41	\$ 100,889.41
10123	Aggr. Base Matl. TY. I-21A	85800	TON	\$ 34.93	\$ 2,996,994.00
11040	Concrete Entrance Pave 7"	300	SY	\$ 90.34	\$ 27,102.00
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	3090	LF	\$ 5.58	\$ 17,242.20
13108	CG-12 DETECTABLE WARNING SURFACE	390	SY	\$ 310.94	\$ 121,266.60
14300	CEMENT CONCRETE SIDEWALK 4"	120	SY	\$ 108.90	\$ 13,068.00
16340	ACSC_Conc. TY. SM-9.5D	1640	TON	\$ 76.74	\$ 125,853.60
16355	ACSC_Conc. TY. SM-12.5D	32180	TON	\$ 80.36	\$ 2,585,984.80
16370	ACSC_Conc. TY IM 19.0D	880	TON	\$ 105.55	\$ 92,884.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	1770	TON	\$ 129.51	\$ 229,232.70
16392	ACSC_Conc. TY. BM-25.0D	2220	TON	\$ 87.99	\$ 195,337.80
24430	DEMO. OF PAVEMENT FLEXIBLE	1970	SY	\$ 14.86	\$ 29,274.20
Subtotal					\$ 6,535,129.31
+15% Unaccounted for Items					\$ 7,515,398.71
Hydraulics Discipline					
212	Minor Str. Excav. Box Culvert	270	CY	\$ 34.24	\$ 9,244.80
522	Concrete Class A4 Box Culvert	270	CY	\$ 1,614.97	\$ 436,041.90
27545	Storm Water Man. Basin Excav.	3950	CY	\$ 28.12	\$ 111,074.00
Subtotal					\$ 556,360.70
+15% Unaccounted for Items					\$ 639,814.81
Traffic Discipline					
50036	Flexible Post Delineator, Surface Mount	240	EA	\$ 25.45	\$ 6,108.00
50108	SIGN PANEL	1430	SF	\$ 31.55	\$ 45,116.50
50430	SIGN POST STP-1, 2", 14 GAUGE	1385	LF	\$ 14.19	\$ 19,653.15
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	3235	LF	\$ 18.83	\$ 60,915.05
50485	CONC. SIGN FDN. STP-1 TY.A	241	EA	\$ 253.32	\$ 61,050.12
51198	PEDESTRIAN ACTUATION PA-2	12	EA	\$ 260.00	\$ 3,120.00
51212	PEDESTAL POLE PF-2 12'	12	EA	\$ 980.00	\$ 11,760.00
51240	CONC. FOUNDATION PF-2	12	EA	\$ 946.97	\$ 11,363.64
51600	14/2 CONDUCTOR CABLE	1800	LF	\$ 1.38	\$ 2,484.00
51602	14/4 CONDUCTOR CABLE	1800	LF	\$ 1.66	\$ 2,988.00
51838	HANGER ASSM.SMB-3, ONE WAY	12	EA	\$ 312.66	\$ 3,751.92
52404	PEDESTRIAN SIGNAL HEAD SP-9	12	EA	\$ 861.81	\$ 10,341.72
54032	TYPE B CLASS I PVMT LINE MRKG 4"	55	LF	\$ 0.56	\$ 30.80
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	55	LF	\$ 6.97	\$ 383.35
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
55587	JUNCTION BOX JB-S2	12	EA	\$ 1,719.34	\$ 20,632.08
56054	3" PVC CONDUIT	600	LF	\$ 7.17	\$ 4,302.00
56200	TRENCH EXCAVATION ECI-1	600	LF	\$ 7.49	\$ 4,494.00
Subtotal					\$ 268,540.33
+15% Unaccounted for Items					\$ 308,821.38
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	16770	CY	\$ 20.81	\$ 348,983.70
140	BORROW EXCAVATION	64500	CY	\$ 25.17	\$ 1,623,465.00
Subtotal					\$ 1,972,448.70
+15% Unaccounted for Items					\$ 2,268,316.01
Other Discipline					
110	CLEARING AND GRUBBING	7.4	AC	\$ 15,806.81	\$ 116,970.39
125	GRADING	49	MI	\$ 5,000.00	\$ 245,000.00
22685	Fence Wood Board	7112.0	LF	\$ 26.53	\$ 188,681.36
22721	Line Brace Unit FE-B	718	EA	\$ 175.00	\$ 125,650.00
22741	Corner Brace Unit FE-B	6.0	EA	\$ 175.00	\$ 1,050.00
NS	Erosion and Sediment Control	1	LS	\$ 504,447.07	\$ 504,447.07
NS	Seeding/Landscaping	1	LS	\$ 201,778.83	\$ 201,778.83
NS	Trailhead Amenities	9	EA	\$ 20,000.00	\$ 180,000.00
Subtotal					\$ 1,563,577.65
+15% Unaccounted for Items					\$ 1,798,114.30
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)					\$ 544,802.83
Subtotal					\$ 544,802.83
+15% Unaccounted for Items					\$ 626,523.26

Shared Use Path				
DETAILED PROJECT COST ESTIMATE SUMMARY				
(Version: 1/21/2020 - CTS Modified)				
Portal ID:	N/A		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Accomack County (01)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 1,546,650	10.00%	\$1,701,315
Hydraulics	Profess. Judgement	\$ 88,380	10.00%	\$97,218
In-plan Utilities				\$0
Traffic	Profess. Judgement	\$ 132,570	10.00%	\$145,827
Structures/Bridges				\$0
Materials/Geotech	Profess. Judgement	\$ 441,900	10.00%	\$486,090
Survey	Profess. Judgement	\$ 883,800	15.00%	\$1,016,370
Environmental	Profess. Judgement	\$ 751,230	15.00%	\$863,915
Right of Way				\$0
Other	Profess. Judgement	\$ 132,570	10.00%	\$145,827
VDOT Oversight Costs		\$ 441,900	10.00%	\$486,090
Total PE Phase Estimate		\$ 4,419,000	11.85%	\$4,942,652
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$1,255,000	40.00%	\$1,757,000
MOT	Profess. Judgement	\$626,523	40.00%	\$877,133
Roadway	Bid Tabs	\$7,515,399	40.00%	\$10,521,558
Hydraulics	Bid Tabs	\$639,815	40.00%	\$895,741
In-plan Utilities				\$0
Traffic	Bid Tabs	\$308,821	40.00%	\$432,350
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$2,268,316	40.00%	\$3,175,642
Soundwalls				\$0
Other	Bid Tabs	\$1,798,114	40.00%	\$2,517,360
Total Bid Items		\$14,411,988	40.00%	\$20,176,784
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$1,441,199	40.00%	\$2,017,678
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$1,008,839	40.00%	\$1,412,375
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$2,882,398	15.00%	\$3,314,757
	VDOT Oversight (\$)			0
	Total CEI			\$3,314,757
Total CN Phase Estimate		\$19,744,424	36.35%	\$26,921,594
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$31,864,246



	Eastern Shore Rail to Trail - Alternative Path				
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 9,974.27	\$ 9,974.27
10123	Aggr. Base Matl. TY. I-21A	23600	TON	\$ 34.93	\$ 824,348.00
Subtotal					\$ 834,322.27
+15% Unaccounted for Items					\$ 959,470.61
Materials/Geotech Discipline					
140	BORROW EXCAVATION	5851	CY	\$ 25.17	\$ 147,272.31
Subtotal					\$ 147,272.31
+15% Unaccounted for Items					\$ 169,363.15
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 49,871.36	\$ 49,871.36
NS	Seeding/Landscaping	1	LS	\$ 19,948.54	\$ 19,948.54
Subtotal					\$ 95,626.71
+15% Unaccounted for Items					\$ 109,970.71

Altnerative Soft Surface Path DETAILED PROJECT COST ESTIMATE SUMMARY (Version: 1/21/2020 - CTS Modified)				
Portal ID:	N/A		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Accomack County (01)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 294,600	10.00%	\$324,060
Hydraulics		\$ -		\$0
In-plan Utilities		\$ -		\$0
Traffic		\$ -		\$0
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 73,650	10.00%	\$81,015
Survey		\$ -		\$0
Environmental	Profess. Judgement	\$ 49,100	15.00%	\$56,465
Right of Way				\$0
Other	Profess. Judgement	\$ 49,100	10.00%	\$54,010
VDOT Oversight Costs		\$ 24,550	10.00%	\$27,005
Total PE Phase Estimate		\$ 491,000	10.50%	\$542,555
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$123,000	40.00%	\$172,200
MOT				\$0
Roadway	Bid Tabs	\$959,471	40.00%	\$1,343,259
Hydraulics	Bid Tabs		40.00%	\$0
In-plan Utilities				\$0
Traffic	Bid Tabs		40.00%	\$0
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$169,363	40.00%	\$237,108
Soundwalls				\$0
Other	Bid Tabs	\$109,971	40.00%	\$153,959
Total Bid Items		\$1,361,804	40.00%	\$1,906,526
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$68,090	40.00%	\$95,326
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$95,326	40.00%	\$133,457
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$272,361	15.00%	\$313,215
	VDOT Oversight (\$)			0
	Total CEI			\$313,215
Total CN Phase Estimate		\$1,797,582	36.21%	\$2,448,524
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$2,991,079



Eastern Shore Rail to Trail - Equipment Removal					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Traffic Discipline					
51933	REMOVE EXISTING POLE	40	EA	\$ 1,051.14	\$ 42,045.60
51934	REMOVE EXISTING FOUNDATION	40	EA	\$ 1,856.52	\$ 74,260.80
51936	REMOVE EXISTING CONTROLLER	43	EA	\$ 287.27	\$ 12,352.61
51963	REMOVE EXISTING CONTROLLER FOUNDATION	43	EA	\$ 1,000.00	\$ 43,000.00
51963	REMOVE EXISTING PEDESTAL POLE	50	EA	\$ 460.00	\$ 23,000.00
51963	REMOVE EXISTING PEDESTAL POLE FOUNDATION	50	EA	\$ 1,150.00	\$ 57,500.00
NS	REMOVE OSS-1 CANTILEVERED OVERHEAD STRUCTURE	6	EA	\$ 2,907.66	\$ 17,445.96
Subtotal					\$ 269,604.97
+15% Unaccounted for Items					\$ 310,045.72
Other Discipline					
NS	REMOVE TRACK	257600.0	LF	\$ 30.00	\$ 7,728,000.00
NS	REMOVE TIES	19578	TON	\$ 180.00	\$ 3,524,040.00
Subtotal					\$ 11,252,040.00
+0% Unaccounted for Items					\$ 11,252,040.00
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)					\$ 57,608.22
Subtotal					\$ 57,608.22
+15% Unaccounted for Items					\$ 66,249.46

NOTES

- Assumes that signs and pavement markings associated with the rail crossings will be removed during regular maintenance in conjunction with repaving.
- Does not include any salvage value potential.

Removal of Railroad Equipment				
DETAILED PROJECT COST ESTIMATE SUMMARY				
(Version: 1/21/2020 - CTS Modified)				
Portal ID:	N/A		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Accomack County (01)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)				\$0
Hydraulics				\$0
In-plan Utilities				\$0
Traffic	Profess. Judgement	\$ 25,000	10.00%	\$27,500
Structures/Bridges				\$0
Materials/Geotech				\$0
Survey				\$0
Environmental				\$0
Right of Way				\$0
Other	Profess. Judgement	\$ 25,000	10.00%	\$27,500
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 50,000	10.00%	\$55,000
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map			\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$1,110,000	40.00%	\$1,554,000
MOT	Profess. Judgement	\$66,249	25.00%	\$82,812
Roadway				\$0
Hydraulics				\$0
In-plan Utilities				\$0
Traffic	Bid Tabs	\$310,046	25.00%	\$387,557
Structures/Bridges				\$0
Materials/Geotech				\$0
Soundwalls				\$0
Other	Bid Tabs	\$11,252,040	25.00%	\$14,065,050
Total Bid Items		\$12,738,335	26.31%	\$16,089,419
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max		0.00%	\$0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%		0.00%	\$0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			\$0
	VDOT Oversight (\$)			0
	Total CEI			\$0
Total CN Phase Estimate		\$12,738,335	26.31%	\$16,089,419
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$16,144,419



Appendix E

Shared Use Path Design Criteria

EASTERN SHORE RAIL TO TRAIL FEASIBILITY STUDY

Shared Use Path Design Criteria

April 2020

VHB project # 34418.37

The following criteria have been compiled based on standard engineering practice and the successful application of regulatory standards and guidelines. The Virginia Department of Transportation (VDOT), the American with Disabilities Act (ADA) Design Guidelines; the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning Design, and Operation of Pedestrian Facilities, 2004 edition; the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition, (2012 AASHTO Bicycle Guidelines); American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Road Design); and the Manual on Uniform Traffic Control Devices (MUTCD) were the primary references.

General

<u>FACET</u>	<u>REFERENCE</u>
Traffic Control	FHWA, 2009 Manual of Uniform Traffic Control Devices (MUTCD) ¹
Drainage and Stormwater Management – BMP's sized to treat or by-pass 10 year, 24-hour storm	VDOT Drainage Manual ²
Inlet Tops and Grates- Grates need to be replaced so that openings are perpendicular to bike travel ways and sidewalks.	AASHTO Bike Guide ³ ADA ⁴

Shared Use Path Design Criteria

<u>CRITERIA: SHARED USE PATH</u>		<u>REFERENCE</u>
Design Speed (D) - Path	18 MPH (minimum)	VDOT Complete Streets Guidelines ⁵
Radius Horizontal Curve	60 feet (minimum)	VDOT Complete Streets Guidelines
Superelevation/Cross Slope	2%	ADA
Stopping Sight Distance	115 feet	AASHTO Road Design ⁶
Profile Grade	5% (or maximum of adjoining roadway)	ADA PROWAG ⁷
Length Vertical Curve – for Bikes	Sag – 175 feet Crest – 50 feet	AASHTO Road Design
Typical Section	Pavement width 10 ft. Shoulder width 2 feet min, 3-5 feet ideal @1'V:6'H or flatter	AASHTO Bike Guide
Clear Zone (for Path)	2 feet 5 feet (inc. shoulder)	AASHTO Bike Guide VDOT Complete Streets Guidelines

Vertical clearance	10 feet for bicyclists	AASHTO Bike Guide, p. 3-3
Lateral Clearance, Horizontal Curves	2 feet	AASHTO Bike Guide
Physical Barrier / Railing	42" min	VDOT Complete Streets Guidelines

Amenities Placement Guidelines

<u>AMENITY</u>	<u>PLACEMENT GUIDANCE</u>
Trailhead	Provide at least one primary or secondary trailhead in each of the towns that the shared use path corridor passes through if right of way is available. Primary trailheads should be provided at town locations with a larger population and should provide more robust amenities. Secondary trailhead locations will provide more amenities than a typical trail section, but not as many as a primary trailhead location.
Wayfinding Signs	Provide wayfinding to any town or other designated attraction along the shared use path corridor with an establish connection. Additionally, mile marker signs should be placed at logical intervals (e.g., every 1, ½, ¼, or 1/10 mile along the shared use path corridor).
Information Kiosks	Provide at primary trailhead locations. A smaller kiosk (such as a single trail map) may be provided at secondary trailhead locations.
Restrooms	Provide at primary trailhead locations.
Drinking Fountains	Provide at primary and secondary trailhead locations. Spacing for access to developed water should be no greater than 15 miles ⁸ .
Bicycle Racks	Provide at primary and secondary trailhead locations. Individual towns and businesses along the shared use path may choose to install additional bicycle racks.
Bicycle Repair Stations	Provide at primary trailhead locations. Bike repair stations may also be provided at secondary trailhead locations as right of way allows.
Benches	Provide at primary and secondary trailhead locations as well as along the trail where additional right of way allows, and the area is flat and cleared. Benches should be provided at regular intervals along the shared use path as well. Benches should be offset from the shared use path

	so that a minimum 2' shoulder can be provided. Benches could be provided as part of a trail sponsorship program.
Picnic Tables	Provide at primary trailhead locations.
Parking	Provide at primary trailhead locations. Parking may also be provided at secondary trailhead locations if right of way is available and a clear, flat area exists. Designated parking areas should typically be spaced between 5-15 miles apart ⁸ .
Landscaping	Provide at all primary and secondary trailhead locations.
Public Art	Provide public art installations as desired by towns, primarily at trailhead locations. The public art "theme" may be carried over into other amenities such as benches and drinking fountains.
Historic Marker	Provide at historic locations along the shared use path corridor.

References:

¹ FHWA Manual of Uniform Traffic Control Devices (MUTCD), 2009, see http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm

² VDOT, Drainage Manual, Rev. 2019

³ AASHTO, Guide for the Development of Bicycle Facilities, 4th edition, 2012

⁴ United States Access Board, Americans with Disabilities Act Accessibility Guidelines, 2010

⁵ VDOT, Complete Streets: Bicycle & Pedestrian Facility Guidelines, Rev. 2020

⁶ AASHTO, A Policy of Geometric Design of Highways and Streets, 2011

⁷ United States Access Board, Proposed Public Right-of-Way Accessibility Guidelines (PROWAG), 2011, see <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

⁸ National Park Service, Handbook for Trail Design, 2015, see https://www.nps.gov/noco/learn/management/upload/NCT_CH6.pdf



Appendix F

SMART SCALE Applications

F1 – Cape Charles

F2 – Onley

F3 – Accomack



Appendix F1 – Cape Charles



SMART SCALE Application

Town of Cape Charles Rail to Trail

Project Status: Submitted

Organization: Accomack-Northampton Planning District Commission
Project ID: 7146

General

Point of Contact Information

Project Point of Contact Name

Clara Vaughn

Project Point of Contact Email

claravaughn@a-npdc.org

Project Point of Contact Phone

(757) 787-2936

Project Information

Project Title

Town of Cape Charles Rail to Trail

Principal Improvement

Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path through the Town of Cape Charles to U.S. Route 13 along the abandoned former Bay Coast Railroad right of way. Project extends approximately 3.1 miles.

Does this project include any improvements to non-VDOT maintained roadways?

No

Application Program Requested

Statewide High Priority

VDOT District

Hampton Roads

Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served**PDCs Served**

- Accomack-Norhampton

Jurisdictions Served

- Northampton County

Need Justifications**Corridor of Statewide Significance**

US-13N: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

BUS US-13S (4 Town of Cheriton): S Bayside Rd

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton

Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

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8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone

Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

BUS US-13N (4 Town of Cheriton): S Bayside Rd

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map

7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13N: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a

multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through this segment has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses and the Town of Cape Charles. VTrans also identifies a need for Transportation Demand Management strategies including park and ride lots and bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection to Route 13 from the Town of Cape Charles as well as a park and ride lot at the trailhead. The project will also install pedestrian accommodations for the future signal at Country Place (constructed via UPC 111708), enhancing the TDM measures along Route 13. This crossing also serves a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through the project location. Additionally, VTrans identified a safety need on Stone Road between Route 13 and Parsons

Circle. The shared use path provides a dedicated space for pedestrians and bicyclists to travel outside of the vehicle right of way, eliminating vehicle and pedestrian/bicycle conflicts on Stone Road.

Features

Highway Improvements

Intersection Improvement(s)	The project will propose pedestrian upgrades (e.g., pedestrian crossing treatments) and sidewalk connections at existing intersection locations to tie into adjacent land uses. This project will coordinate with the already-funded future signal installation at Route 13 and Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the adjacent retail land uses.
Traffic Signal Modification	This project will coordinate with the already-funded future signal installation at Route 13 and Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings across the northern leg of the intersection) and facilitate pedestrian movement to and from the adjacent retail land uses.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. The shared-use path will include a short connection to the Cape Charles Brewing Company to facilitate movements between this destination and the retail/residential area of Cape Charles. The shared use path includes one trailhead, in addition to the proposed park and ride lot, to provide parking and other accommodations for the shared use path users.
Construct Sidewalk	Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13.
Improve Bike/Pedestrian Crossing (At Grade)	The project proposes pedestrian upgrades (e.g., pedestrian crossing accommodations) existing unsignalized intersection locations on the shared use path. This project will coordinate with the already-funded future signal installation at Route 13 / Country Place to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the adjacent retail land uses.

Travel Demand Management (TDM) Improvement(s)

New Park and Ride Lot	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection between Cape Charles and Route 13.

Factors

Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information))	Yes	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Country Place.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Bicycle accommodations (i.e. 8' and 10' side path) is proposed on Mason Avenue east of Peach Street to facilitate bicycles within the town from the shared use path.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 3.1 miles in length between the Town of Cape Charles and the retail land uses adjacent to Route 13 at Country Place along the abandoned railroad corridor. The shared use path will provide a multimodal connection to Route 13 from Cape Charles. Along Mason Avenue in Cape Charles, the project will construct a side path between Peach Street and Fig Street ranging in width from 8'-10' based on

		existing constraints to facilitate multimodal connections between the retail and residential area of Cape Charles and the retail land uses on Route 13. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Country Place.
Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	Yes	The proposed project includes a new park and ride lot, of approximately 13 spaces, connecting to the existing Country Place south of the railroad adjacent to Route 13.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	



Delivery/Funding

Project Delivery Information

Project Planning Status

Other Regional Plan

Planning/Safety Study

Transportation Element of Local Comprehensive Plan

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$287,500	12%	
Phase Estimate + Contingency		
\$384,500		

Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Needed

Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$2,515,914	40%	
Phase Estimate + Contingency		
\$5,295,133		

Total Cost Estimate: \$5,679,634

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)

Total SYIP: \$0

Other Committed Funds

**Other Funds Committed to
Project**

Description of Fund Type

Amount

Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$5,679,634
Total Project Funding	\$2,803,414
Total Cost Estimate	\$5,679,634



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Cape Charles YMCA

Site Name	Building square footage	Category of Property
Cape Charles YMCA	13500	Detailed Site Plan
Construction documents, engineering/architectural drawings, and specifications that include construction requirements for a project. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking and entrances.		
Submitted		
Access Provision		
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.		

Description	Attachment Type	File Name	
Cape Charles YMCA Site Plan	Site Development Plan	Northampton County Family YMCA Site Plan (1).pdf	

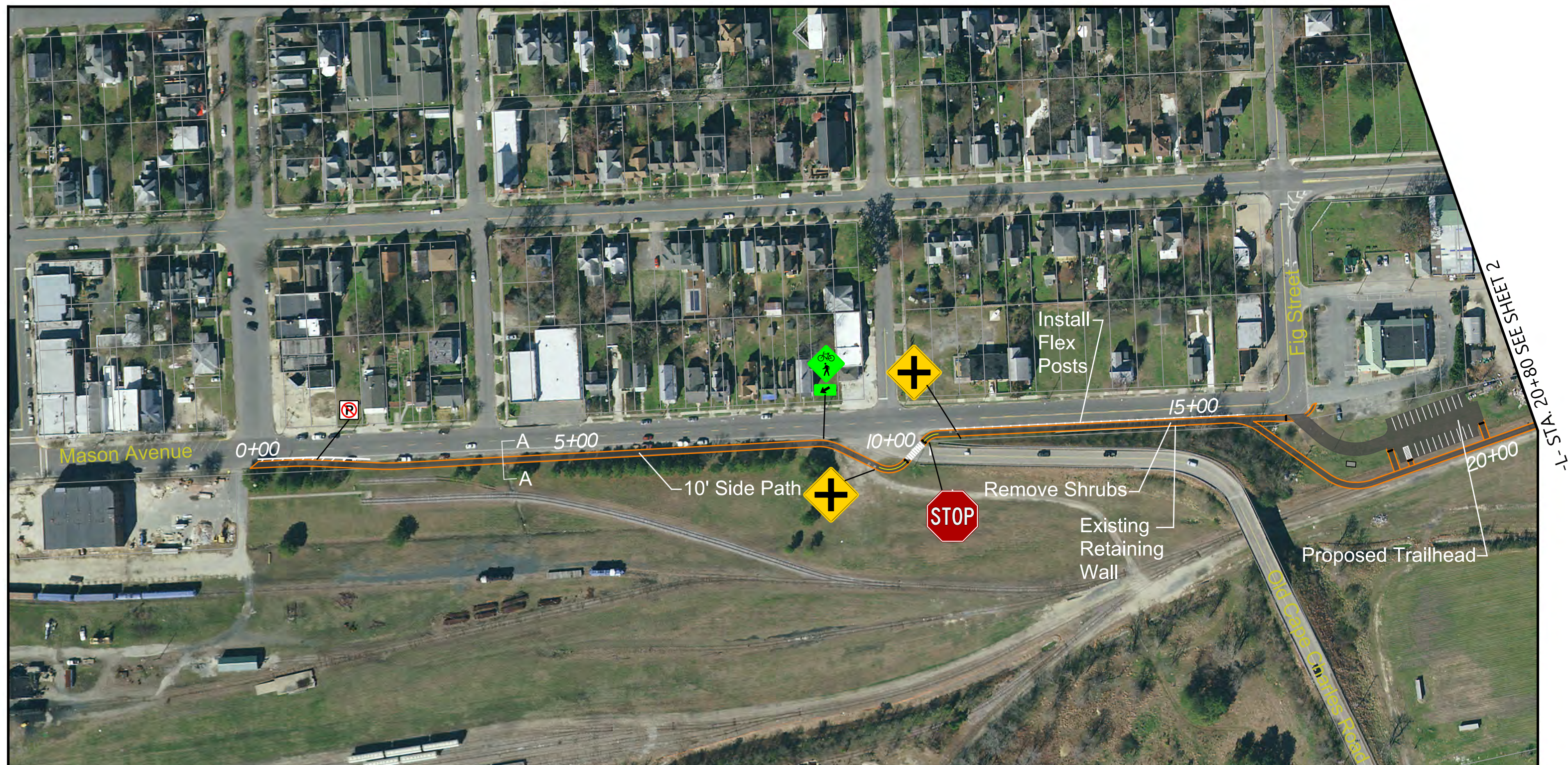
Current Attachments

Description	Attachment Type	File Name
Northampton County Family YMCA Conceptual Site Plan	Site Development Plan	Northampton County Family YMCA Site Plan.pdf
Eastern Shore Bike Plan exerpt	Other	Eastern Shore Bike Plan p. 42.pdf
Cape Charles Comprehensive Plan exerpt	Local Comprehensive Plan	Cape Charles Comprehensive Plan p. 31.pdf
Southern Tip Trail Phases III & IV Feasibility Study	Planning Study/Safety Study	Southern Tip Trail Feasibility Report.pdf
Northampton County Board of Supervisors Resolution of Support	Governing Body Resolution of Support	ROS_NH BOS.pdf
Regional Economic Development Plan exerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Cape Charles_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Cape Charles.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Cape Charles.xlsx
Typical Sections	Project Sketch	Eastern Shore_Typicals_Town of Cape Charles.pdf
Town of Cape Charles Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Cape Charles_Zoned Econ Dev.pdf
Northampton County Zoning Overlay	Access Management Plan or Zoning Overlay	Northampton Comp Plan_Zoning Econ Dev.pdf
Cape Charles Town Council Resolution of Support	Other Resolution of Support	ROS_Cape Charles TC (1).pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Cape Charles Segment_reduced.pdf

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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-L- STA. 20+80 SEE SHEET 2



Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 1 of 7

LEGEND

Shared Use Path
 Parcel Boundary

0 75 150 300 Feet



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Northampton County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.

-L- STA. 20+80 SEE SHEET 1



-L- STA 44+94 SEE SHEET 3



Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 2 of 7

LEGEND

 Shared Use Path  Parcel Boundary

 0 75 150 300 Feet



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-L- STA 44+94 SEE SHEET 2



-L- STA. 68+95 SEE SHEET 4



Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 3 of 7

LEGEND

 Shared Use Path  Parcel Boundary

0 75 150 300 Feet



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-L- STA. 68+95 SEE SHEET 3



-L- STA. 92+96 SEE SHEET 5



Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 4 of 7

LEGEND

Shared Use Path Parcel Boundary

0 75 150 300 Feet



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-L- STA. 92+96 SEE SHEET 4



-L- STA. 117+03 SEE SHEET 6



Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 5 of 7

LEGEND

 Shared Use Path  Parcel Boundary

0 75 150 300 Feet



NOTES

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-L- STA. 117+03 SEE SHEET 5



-Y1- STA. 6+77 SEE SHEET 7

Cape Charles Segment Eastern Shore Rail to Trail Study

Sheet 6 of 7

LEGEND

 Shared Use Path  Parcel Boundary

 0 75 150 300 Feet



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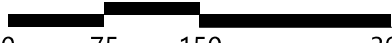


Cape Charles Segment
Eastern Shore Rail to Trail Study

Sheet 7 of 7

LEGEND

 Shared Use Path  Parcel Boundary

 0 75 150 300 Feet



NOTES

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	Eastern Shore Rail to Trail - Town of Onley				
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 15,469.82	\$ 15,469.82
10123	Aggr. Base Matl. TY. I-21A	7600	TON	\$ 34.93	\$ 265,468.00
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	140	LF	\$ 5.58	\$ 781.20
13108	CG-12 DETECTABLE WARNING SURFACE	100	SY	\$ 310.94	\$ 31,094.00
14300	CEMENT CONCRETE SIDEWALK 4"	3160	SY	\$ 108.90	\$ 344,124.00
16340	ACSC_Conc. TY. SM-9.5D	400	TON	\$ 76.74	\$ 30,696.00
16355	ACSC_Conc. TY. SM-12.5D	1750	TON	\$ 80.36	\$ 140,630.00
16370	ACSC_Conc. TY IM 19.0D	40	TON	\$ 105.55	\$ 4,222.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	205	TON	\$ 129.51	\$ 26,549.55
16392	ACSC_Conc. TY. BM-25.0D	540	TON	\$ 87.99	\$ 47,514.60
24430	DEMO. OF PAVEMENT FLEXIBLE	62	SY	\$ 14.86	\$ 921.32
				Subtotal	\$ 907,470.49
				+15% Unaccounted for Items	\$ 1,043,591.07
Hydraulics Discipline					
212	Minor Str. Excav. Box Culvert	270	CY	\$ 34.24	\$ 9,244.80
522	Concrete Class A4 Box Culvert	270	CY	\$ 1,614.97	\$ 436,041.90
27545	Storm Water Man. Basin Excav.	3950	CY	\$ 28.12	\$ 111,074.00
				Subtotal	\$ 556,360.70
				+15% Unaccounted for Items	\$ 639,814.81
Traffic Discipline					
50036	Flexible Post Delineator, Surface Mount	24	EA	\$ 25.45	\$ 610.80
50108	SIGN PANEL	85	SF	\$ 31.55	\$ 2,681.75
50430	SIGN POST STP-1, 2", 14 GAUGE	130	LF	\$ 14.19	\$ 1,844.70
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	185	LF	\$ 18.83	\$ 3,483.55
50485	CONC. SIGN FDN. STP-1 TY.A	17	EA	\$ 253.32	\$ 4,306.44
51198	PEDESTRIAN ACTUATION PA-2	4	EA	\$ 260.00	\$ 1,040.00
51212	PEDESTAL POLE PF-2 12'	4	EA	\$ 980.00	\$ 3,920.00
51240	CONC. FOUNDATION PF-2	4	EA	\$ 946.97	\$ 3,787.88
51600	14/2 CONDUCTOR CABLE	600	LF	\$ 1.38	\$ 828.00
51602	14/4 CONDUCTOR CABLE	600	LF	\$ 1.66	\$ 996.00
51838	HANGER ASSM.SMB-3, ONE WAY	4	EA	\$ 312.66	\$ 1,250.64
52404	PEDESTRIAN SIGNAL HEAD SP-9	4	EA	\$ 861.81	\$ 3,447.24
54032	TYPE B CLASS I PVMT LINE MRKG 4"	895	LF	\$ 0.56	\$ 501.20
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1030	LF	\$ 6.97	\$ 7,179.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
55587	JUNCTION BOX JB-S2	4	EA	\$ 1,719.34	\$ 6,877.36
56054	3" PVC CONDUIT	200	LF	\$ 7.17	\$ 1,434.00
56200	TRENCH EXCAVATION ECI-1	200	LF	\$ 7.49	\$ 1,498.00
				Subtotal	\$ 45,732.66
				+15% Unaccounted for Items	\$ 52,592.56
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	219	CY	\$ 20.81	\$ 4,564.33
140	BORROW EXCAVATION	100	CY	\$ 25.17	\$ 2,517.00
				Subtotal	\$ 7,081.33
				+15% Unaccounted for Items	\$ 8,143.53
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 77,349.11	\$ 77,349.11
NS	Seeding/Landscaping	1	LS	\$ 30,939.64	\$ 30,939.64
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
				Subtotal	\$ 154,095.56
				+15% Unaccounted for Items	\$ 177,209.90
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Displine Subtotals)					\$ 125,000.00
				Subtotal	\$ 125,000.00
				+15% Unaccounted for Items	\$ 143,750.00

SYIP PROJECTS DETAILED PROJECT COST ESTIMATE SUMMARY (Version: 1/21/2020 - CTS Modified)				
Portal ID:	Smart Scale 7146		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Northampton County (65)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 100,625	10.00%	\$110,688
Hydraulics	Profess. Judgement	\$ 28,750	10.00%	\$31,625
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 8,625	10.00%	\$9,488
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 28,750	10.00%	\$31,625
Survey	Profess. Judgement	\$ 48,875	15.00%	\$56,206
Environmental	Profess. Judgement	\$ 43,125	15.00%	\$49,594
Right of Way	Profess. Judgement	\$ -	10.00%	\$0
Other				\$0
VDOT Oversight Costs		\$ 28,750	10.00%	\$31,625
Total PE Phase Estimate		\$ 287,500	11.60%	\$320,850
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$0	30.00%	\$0
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$0	30.00%	\$0
Total RW Phase Estimate		\$0	#DIV/0!	\$0
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	N/A	End Date	N/A
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$200,000	40.00%	\$280,000
MOT	Profess. Judgement	\$125,000	40.00%	\$175,000
Roadway	Bid Tabs	\$1,043,591	40.00%	\$1,461,027
Hydraulics	Bid Tabs	\$639,815	40.00%	\$895,741
In-plan Utilities				\$0
Traffic	Bid Tabs	\$52,593	40.00%	\$73,630
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$8,144	40.00%	\$11,401
Soundwalls				\$0
Other	Bid Tabs	\$177,210	40.00%	\$248,094
Total Bid Items		\$2,246,352	40.00%	\$3,144,893
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$112,318	40.00%	\$157,245
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$157,245	40.00%	\$220,142
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$449,270	15.00%	\$516,661
	VDOT Oversight (\$)			0
	Total CEI			\$516,661
Total CN Phase Estimate		\$2,965,184	36.21%	\$4,038,941
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2026		
CN Phase End Date (XX/XX/XXXX)		2/1/2028		
Total Project Cost Estimate				\$4,359,791



Appendix F2 – Onley



SMART SCALE Application

Town of Onley Rail to Trail

Project Status: Submitted

Organization: Accomack-Northampton Planning District Commission
Project ID: 7148

 General

Point of Contact Information

Project Point of Contact Name

Clara Vaughn

Project Point of Contact Email

claravaughn@a-npdc.org

**Project Point of
Contact Phone**

(757) 787-2936

Project Information

Project Title

Town of Onley Rail to Trail

Principal Improvement

Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path through the Town of Onley along the abandoned former Bay Coast Railroad Right of Way. Project extends approximately 1.5 miles from Madison Avenue to Savage Street.

Does this project include any improvements to non-VDOT maintained roadways?

Yes

If you have not already done so, please begin coordinating the gathering and/or collection of traffic count data for any non-VDOT maintained roadways within the project scope. You will be able to submit this pre-application without this data, but you will not be able to submit the full application without completing and uploading Attachment A from the Pre-Application Coordination Form at <http://smartscale.org/resources>

Application Program Requested

Statewide High Priority

VDOT District

Hampton Roads

 Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served

PDCs Served

- Accomack-Northampton

Jurisdictions Served

- Accomack County

Need Justifications

Corridor of Statewide Significance

US-13S: Lankford Hwy

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through the Town of Onley has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Additionally, Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses. VTrans also identifies a need for bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection parallel to Route 13 through the Town of Onley. Additionally, the proposed pedestrian

crossing accommodations at Coastal Boulevard serve a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through this location.

US-13N: Lankford Hwy

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BUS US-13N (1 Town of Accomac):
Coastal Blvd

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Coastal Blvd

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BUS US-13S (1 Town of Accomac):
Coastal Blvd

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BUS US-13S (1 Town of Accomac):
Coastal Blvd

The 2019 Mid-Term Transportation Needs Assessment of the 2040 VTrans illustrates that Route 13 through the Town of Onley has a need for congestion mitigation and travel time reliability (Map 1E of the Hampton Roads District Executive Summary). Additionally, Map 7E indicates that Route 13 is designated as having a "need for capacity preservation." This shared use path provides an alternative mode of transport to vehicles currently using Route 13 to access the surrounding land uses. VTrans also identifies a need for bicycle and pedestrian facilities on Route 13 and Route 13 Business, as indicated in Map 8E. The shared use path will offer a multimodal connection parallel to Route 13 through the Town of Onley. Additionally, the proposed pedestrian crossing accommodations at Coastal Boulevard serve a Pedestrian Safety Action Plan need as Route 13 is a PSAP 2.0 priority corridor through this location.

BUS US-13S (1 Town of Accomac):

The 2019 Mid-Term Transportation Needs

Coastal Blvd

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Features

Highway Improvements

Intersection Improvement(s)	The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along the shared use path, specifically on Coastal Boulevard and the existing signalized intersection of Route 13 / Coastal Boulevard.
Traffic Signal Modification	The project includes pedestrian upgrades (i.e., curb ramp improvements, median improvements, and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	This project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 1.1 miles in length between the Town of Onley southern border and 670' south of Savage Street along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through the Town of Onley and connect to retail land uses through sidewalk connections. A short connection is included to Pennsylvania Avenue / Rogers Street to provide access to the residential and recreational land uses. The shared use path includes one trailhead to provide parking for the shared use path users. Adjacent to the shared use path within the railroad ROW, the project will construct a 4' alternative soft surface path.
Construct Sidewalk	The project includes sidewalk along the northern side of Coastal Boulevard between Main Street and Route 13. The project will fill the missing link (approximately 0.25 miles) along Coastal Boulevard and replace approximately 70' of sidewalk existing at Richmond Avenue. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals.
Improve Bike/Pedestrian Crossing (At Grade)	The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along Coastal Boulevard and at the existing signalized intersection of Route 13 / Coastal Boulevard. Additionally, the project includes construction of a Rapid Rectangular Flashing Beacon (RRFB) approximately 670' south of Savage Street to facilitate shared use path crossing movements across Coastal Boulevard.

Travel Demand Management (TDM) Improvement(s)

TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection parallel to Route 13 through the Town of Onley as well as pedestrian upgrades to existing traffic signals on Route 13.
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Right-of-Way and Utilities

Right-of-Way/Easements acquisition required	The shared use path will largely be constructed within the existing railroad, Town, or State right of way. According to Accomack County's GIS Parcel layer, ROW easements may be required for the construction of the sidewalks on Coastal Boulevard. The cost estimate and sketch reflect the possible need for ROW easements; however, the final design of the sidewalks and a detailed survey may eliminate the need for permanent easements.
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Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes pedestrian accommodations at the existing signalized intersection of Route 13 / Coastal Boulevard as well as installation of an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes pedestrian accommodations at the existing signalized intersection of Route 13 / Coastal Boulevard as well as installation of an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	

Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).

No

Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).

No



Delivery/Funding

Project Delivery Information

Project Planning Status

Planning/Safety Study

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$310,500	10%	
Phase Estimate + Contingency		
\$407,845		

Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$195,000	10%	
Phase Estimate + Contingency		
\$263,814		

Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$1,311,156	40%	
Phase Estimate + Contingency		
\$2,862,117		

Total Cost Estimate: \$3,533,776

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)
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Other Committed Funds

Other Funds Committed to Project	Description of Fund Type	Amount
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Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$3,533,776
Total Project Funding	\$1,816,656
Total Cost Estimate	\$3,533,776



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Site Name	Building square footage	Category of Property

Description		Attachment Type		File Name	
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Current Attachments

Description	Attachment Type	File Name
Accomack-Northampton Planning District Commission Resolution of Support	Governing Body Resolution of Support	ROS_ANPDC 2020.pdf
Attachment A	Attachment A - Local Traffic Volumes	Smart Scale Pre-Application_Onley - Attachment A.pdf
Regional Economic Development Plan exerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Onley Town Council Resolution of Support	Other Resolution of Support	Onley TC_ROS (1).pdf
Eastern Shore Bike Plan exerpt	Other	Eastern Shore Bike plan p. 12, 44.pdf
Long Range Transportation Plan	Local Comprehensive Plan	Acc_Nor-Rural-Long-Range-Transportation-Plan.pdf
Eastern Shore Bike Plan	Local Comprehensive Plan	Eastern Shore Bike-Plan-FINAL-DRAFT_4-September-2014_MinimumSize.pdf
Onley_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Onley.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Onley.xlsx
Typical Sections	Project Sketch	Eastern Shore_Typicals_Town of Onley.pdf
Town of Onley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Onley_Zoned Econ Dev.pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Town of Onley_reduced.pdf

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440

VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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STA. -L- 1819+00 SEE SHEET 3



Town of Onley Segment **Eastern Shore Rail to Trail Study**

Sheet 1 of 5

LEGEND

- Shared Use Path
- Proposed Perm. Easement Area
- Alternative Soft Surface Path
- Parcel Boundary

0 75 150 300 Feet



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort



SEE SHEET 3



Town of Onley Segment Eastern Shore Rail to Trail Study

Sheet 2 of 5

LEGEND

- Prop Sidewalk
- Proposed Perm. Easement Area
- Proposed Temp Construction Easement
- Parcel Boundary

0 75 150 300 Feet



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Town of Onley Segment Eastern Shore Rail to Trail Study

Sheet 3 of 5

- LEGEND**
- Proposed Perm. Easement Area
 - Shared Use Path
 - Proposed Sidewalk
 - Alternative Soft Surface Path
 - Parcel Boundary

0 75 150 300 Feet



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Town of Onley Segment **Eastern Shore Rail to Trail Study**

Sheet 4 of 5

SEE SHEET 5

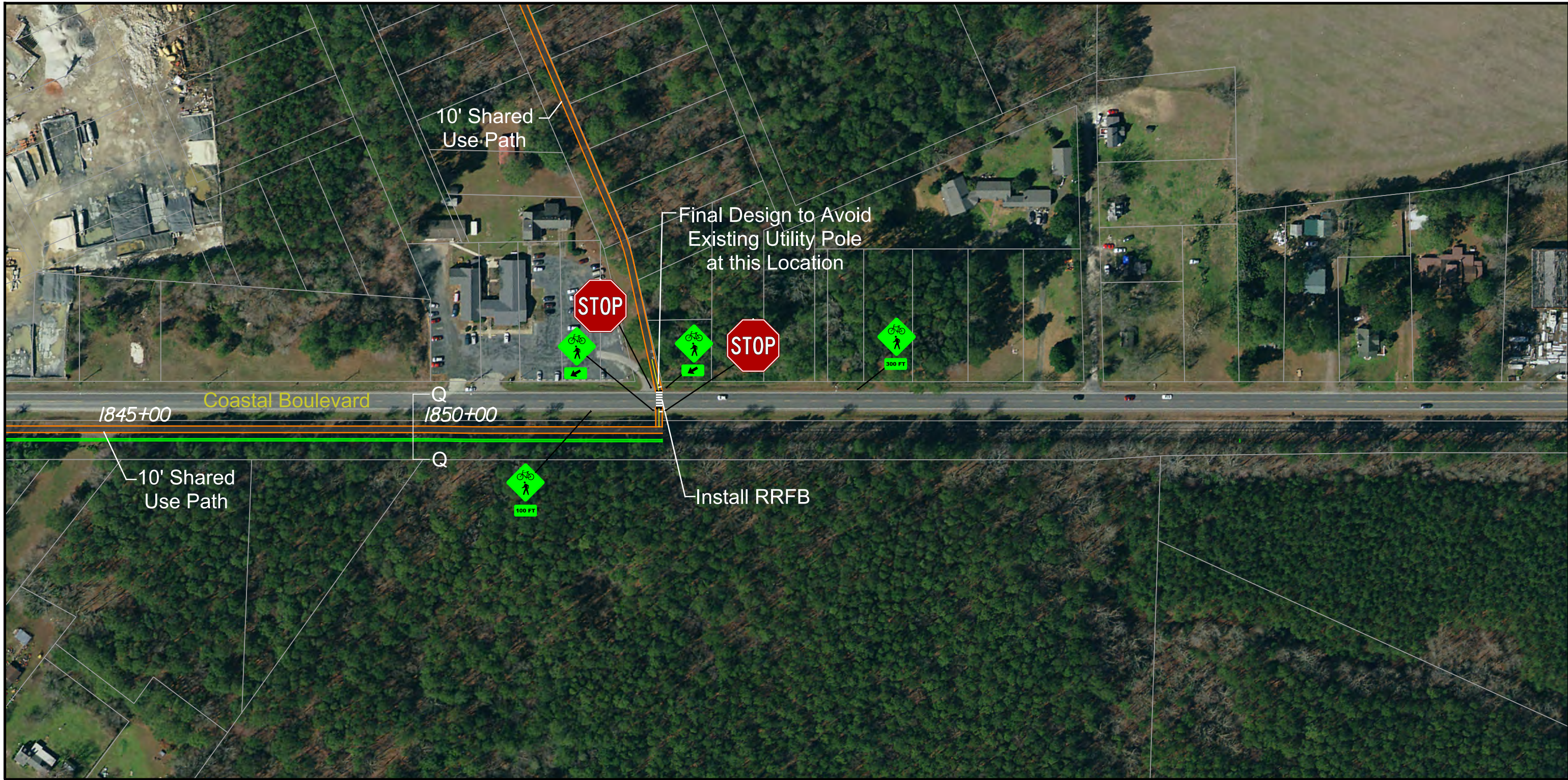
LEGEND

	Shared Use Path		Parcel Boundary
	Proposed Perm. Easement Area		
	Alternative Soft Surface Path		

0 75 150 300 Feet

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Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 5 of 5

LEGEND

- Shared Use Path
- Parcel Boundary
- Proposed Perm. Easement Area
- Alternative Soft Surface Path

0 75 150 300 Feet



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Eastern Shore Rail to Trail - Town of Onley					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 7,759.06	\$ 7,759.06
10123	Aggr. Base Matl. TY. I-21A	4260	TON	\$ 34.93	\$ 148,806.01
10628	FLEXIBLE PAVE.PLANING 0"-2"	3130	SY	\$ 1.40	\$ 4,382.00
11040	Concrete Entrance Pave 7"	110	SY	\$ 90.34	\$ 9,937.40
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	100	LF	\$ 5.58	\$ 558.00
12020	STD. CURB CG-2	60	LF	\$ 26.15	\$ 1,569.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
12910	Entrance Gutter CG-9A	70	SY	\$ 99.00	\$ 6,930.00
13052	Sign Island SI-2	80	SY	\$ 114.48	\$ 9,158.40
13108	CG-12 DETECTABLE WARNING SURFACE	90	SY	\$ 310.94	\$ 27,984.60
14120	REMOVE COMB. CURB AND GUTTER	40	LF	\$ 18.20	\$ 728.00
14300	CEMENT CONCRETE SIDEWALK 4"	810	SY	\$ 108.90	\$ 88,209.00
16340	ACSC_Conc. TY. SM-9.5D	110	TON	\$ 76.74	\$ 8,441.40
16355	ACSC_Conc. TY. SM-12.5D	850	TON	\$ 80.36	\$ 68,306.00
16370	ACSC_Conc. TY IM 19.0D	20	TON	\$ 105.55	\$ 2,111.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	164	TON	\$ 129.51	\$ 21,278.49
16392	ACSC_Conc. TY. BM-25.0D	140	TON	\$ 87.99	\$ 12,318.60
24430	DEMO. OF PAVEMENT FLEXIBLE	42	SY	\$ 14.86	\$ 624.12
Subtotal					\$ 419,913.88
+15% Unaccounted for Items					\$ 482,900.96
Hydraulics Discipline					
6818	Drop Inlet DI-3B, L=6'	1	EA	\$ 6,000.00	\$ 6,000.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
Subtotal					\$ 6,812.80
+15% Unaccounted for Items					\$ 7,834.72
Traffic Discipline					
50108	SIGN PANEL	100	SF	\$ 31.55	\$ 3,155.00
50430	SIGN POST STP-1, 2", 14 GAUGE	125	LF	\$ 14.19	\$ 1,773.75
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	210	LF	\$ 18.83	\$ 3,954.30
50485	CONC. SIGN FDN. STP-1 TY.A	18	EA	\$ 253.32	\$ 4,559.76
51198	PEDESTRIAN ACTUATION PA-2	8	EA	\$ 260.00	\$ 2,080.00
51212	PEDESTAL POLE PF-2 12'	8	EA	\$ 980.00	\$ 7,840.00
51240	CONC. FOUNDATION PF-2	8	EA	\$ 946.97	\$ 7,575.76
51600	14/2 CONDUCTOR CABLE	1200	LF	\$ 1.38	\$ 1,656.00
51602	14/4 CONDUCTOR CABLE	1200	LF	\$ 1.66	\$ 1,992.00
51838	HANGER ASSM.SMB-3, ONE WAY	8	EA	\$ 312.66	\$ 2,501.28
52404	PEDESTRIAN SIGNAL HEAD SP-9	8	EA	\$ 861.81	\$ 6,894.48
54032	TYPE B CLASS I PVMT LINE MRKG 4"	580	LF	\$ 0.56	\$ 324.80
54034	TY B CL I PVMT LINE MRKG 6"	2625	LF	\$ 0.90	\$ 2,362.50
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1430	LF	\$ 6.97	\$ 9,967.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
54659	SYMB MRKG HELMETED BICYCLIST TY B CL I	11	EA	\$ 583.07	\$ 6,413.77
54664	PVMT SYMB MRKG SHARED LANE TY B CL II	4	EA	\$ 560.00	\$ 2,240.00
55587	JUNCTION BOX JB-S2	8	EA	\$ 1,719.34	\$ 13,754.72
56054	3" PVC CONDUIT	400	LF	\$ 7.17	\$ 2,868.00
56200	TRENCH EXCAVATION ECI-1	400	LF	\$ 7.49	\$ 2,996.00
NS	RECTANGULAR RAPID FLASHING BEACON (RRFB)	1	EA	\$ 15,000.00	\$ 15,000.00
Subtotal					\$ 99,955.22
+15% Unaccounted for Items					\$ 114,948.50
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	5276	CY	\$ 20.81	\$ 109,793.56
140	BORROW EXCAVATION	4028	CY	\$ 25.17	\$ 101,382.47
Subtotal					\$ 211,176.03
+15% Unaccounted for Items					\$ 242,852.43
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 38,795.28	\$ 38,795.28
NS	Seeding/Landscaping	1	LS	\$ 15,518.11	\$ 15,518.11
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 100,120.21
+15% Unaccounted for Items					\$ 115,138.24
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)				~10%	\$ 100,000.00
Subtotal					\$ 100,000.00
+15% Unaccounted for Items					\$ 115,000.00

SYIP PROJECTS DETAILED PROJECT COST ESTIMATE SUMMARY (Version: 1/21/2020 - CTS Modified)				
Portal ID:	Smart Scale 7148		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Accomack County (01)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 114,885	10.00%	\$126,374
Hydraulics	Profess. Judgement	\$ 9,315	10.00%	\$10,247
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 9,315	10.00%	\$10,247
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 31,050	10.00%	\$34,155
Survey	Profess. Judgement	\$ 62,100	15.00%	\$71,415
Environmental	Profess. Judgement	\$ 46,575	15.00%	\$53,561
Right of Way	Profess. Judgement	\$ 6,210	10.00%	\$6,831
Other		\$ -		\$0
VDOT Oversight Costs		\$ 31,050	10.00%	\$34,155
Total PE Phase Estimate		\$ 310,500	11.75%	\$346,984
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$190,000	30.00%	\$247,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$5,000	30.00%	\$6,500
Total RW Phase Estimate		\$195,000	30.00%	\$253,500
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	8/1/2026	End Date	8/1/2027
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$107,000	40.00%	\$149,800
MOT	Profess. Judgement	\$100,000	40.00%	\$140,000
Roadway	Bid Tabs	\$482,901	40.00%	\$676,061
Hydraulics	Bid Tabs	\$7,835	40.00%	\$10,969
In-plan Utilities				\$0
Traffic	Bid Tabs	\$114,949	40.00%	\$160,928
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$242,852	40.00%	\$339,993
Soundwalls				\$0
Other	Bid Tabs	\$115,138	40.00%	\$161,194
Total Bid Items		\$1,170,675	40.00%	\$1,638,945
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$58,534	40.00%	\$81,947
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$81,947	40.00%	\$114,726
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$234,135	15.00%	\$269,255
	VDOT Oversight (\$)			0
	Total CEI			\$269,255
Total CN Phase Estimate		\$1,545,291	36.21%	\$2,104,873
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2027		
CN Phase End Date (XX/XX/XXXX)		2/1/2029		
Total Project Cost Estimate				\$2,705,357



Appendix F3 – Accomack



SMART SCALE Application

Accomack County Rail to Trail

Project Status: Submitted Organization: Accomack-Northampton Planning District Commission
Project ID: 7147

General

Point of Contact Information

Project Point of Contact Name

Clara Vaughn

Project Point of Contact Email

claravaughn@a-npdc.org

Project Point of Contact Phone

(757) 787-2936

Project Information

Project Title

Accomack County Rail to Trail

Principal Improvement

Bike/Pedestrian

Project Short Description

Design and construction of a shared-use path to connect Towns and destinations throughout Accomack County along the former Bay Coast Railroad Right of Way. The proposed project is approximately 15.5 miles in length.

Does this project include any improvements to non-VDOT maintained roadways?

No

Application Program Requested

Statewide High Priority

VDOT District

Hampton Roads

Location

VTRANS Needs Categories Requested

- Corridor of Statewide Significance

Districts Served

- Hampton Roads

MPOs Served**PDCs Served**

- Accomack-Northampton

Jurisdictions Served

- Accomack County

Need Justifications**Corridor of Statewide Significance**

US-13S: Lankford Hwy

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BUS US-13N (1 Town of Accomac):
Coastal Blvd

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BUS US-13S (1 Town of Accomac): Tasley Rd

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BUS US-13S (1 Town of Accomac): Coastal Blvd

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BUS US-13S (1 Town of Accomac):

Project ID: 7147

The 2019 Mid-Term Transportation Needs

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Coastal Blvd

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US-13S: Lankford Hwy

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Features

Highway Improvements

Intersection Improvement(s)	The project will construct pedestrian upgrades (e.g., pedestrian crossing treatments, curb ramp improvements, and signalized pedestrian crossings) and sidewalk connections at existing intersection locations to tie into adjacent land uses. This project will coordinate with the funded, future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and a signalized pedestrian crossing on the northern leg) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus and the towns connected along the shared use path. In the Town of Onley, the project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.
Traffic Signal Modification	This project will coordinate with the funded, future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and a signalized pedestrian crossing across the northern leg) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus and the towns connected along the shared use path. In the Town of Onley, the project includes pedestrian upgrades (i.e., curb ramp improvements, median improvements, and signalized pedestrian crossings) at the existing signalized intersection of Route 13 / Coastal Boulevard.

Bicycle and Pedestrian Improvements

Add/Construct Bike Lane	This project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Construct Shared-Use Path	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. A short connection is included in the Town of Onley to Pennsylvania Avenue / Rogers

	Street to provide access to the residential and recreational land uses. The shared use path includes one trailhead to provide parking for the shared use path users. Adjacent to the shared use path within the railroad ROW, the project will construct a 4' alternative soft surface path.
Construct Sidewalk	The project includes a sidewalk connection along Parkway to the Eastern Shore Community College entrance on Parkway to provide connection to the shared use path. The project also includes sidewalk along the northern side of Coastal Boulevard between Main Street and Route 13. The project will fill the missing link (approximately 0.25 miles) along Coastal Boulevard and replace approximately 70' of sidewalk existing at Richmond Avenue. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals.
Improve Bike/Pedestrian Crossing (At Grade)	The project includes pedestrian upgrades (e.g., pedestrian crossing treatments, curb ramp improvements, and signalized pedestrian crossings) at existing intersection locations to tie into adjacent land uses. This project will coordinate with the already-funded future signal installation at Route 13 / Parkway Drive to provide pedestrian accommodations (i.e., curb ramps and signalized pedestrian crossings) and facilitate pedestrian movement to and from the Eastern Shore Community College Campus. The improvements at this intersection include a pedestrian refuge island and upgrades to the existing median. Additionally, pedestrian upgrades (i.e., crosswalks and pedestrian signal phases on the eastern leg of the existing signalized intersection of Route 13 / Main Street in Melfa. The project includes pedestrian upgrades (i.e., curb ramp improvements and signalized pedestrian crossings) at intersections along the shared use path, specifically on Coastal Boulevard and the existing signalized intersection of Route 13 / Coastal Boulevard. Additionally, the project includes construction of a Rapid Rectangular Flashing Beacon (RRFB) approximately 670' south of Savage Street to facilitate shared use path crossing movements across Coastal Boulevard.

Travel Demand Management (TDM) Improvement(s)

TDM Other	VTrans identifies a need for Transportation Demand Management, and specifically a need for bicycle and pedestrian facilities in the Route 13 corridor, as indicated in Map 8E of the Hampton Roads District Executive Summary. The shared use path will offer a multimodal connection parallel to Route 13 through Accomack County.
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Right-of-Way and Utilities

Right-of-Way/Easements acquisition required	The shared use path will largely be constructed within the existing railroad, Town, or State right of way. According to Accomack County's GIS Parcel layer, ROW easements may be required for the construction of the sidewalks on Coastal Boulevard in the Town of Onley. The cost estimate and sketch reflect the possible need for ROW easements; however, the final design of the sidewalks and a detailed survey may eliminate the need for permanent easements.
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Factors

Accessibility

Accessibility	Response	Supporting Information
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	

Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Parkway, at the existing signalized intersection of Route 13 / Main Street in Melfa, and at the existing signalized intersection of Route 13 / Coastal Boulevard. In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	Yes	The proposed shared use path will provide wayfinding to destinations along the path.
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	

Environment

Environment	Response	Supporting Information
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. In addition to the 10' shared use path, this project includes the installation of a bicycle lane in each direction on Coastal Boulevard between Main Street and ~200' east of Onley Road. The bicycle accommodations on Coastal Boulevard will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	This project will construct a 10' shared use path approximately 15 miles in length between the Eastern Shore Community College and the Town of Bloxom through the Towns of Melfa, Onley, and Parksley along the abandoned railroad corridor. The 10' shared use path will provide a parallel multimodal connection to Route 13 through Accomack County. Additionally, this project includes pedestrian accommodations at the future signalized intersection of Route 13 / Parkway, at the existing signalized

		intersection of Route 13 / Main Street in Melfa, and at the existing signalized intersection of Route 13 / Coastal Boulevard. In addition to the 10' shared use path, this project includes approximately 0.25 miles of sidewalk on the northern side of Coastal Boulevard. This sidewalk will serve as the connection between the 10' shared use path and the signalized intersection of Route 13 / Coastal Boulevard with proposed pedestrian signals. Additionally, this project includes an RRFB across Coastal Boulevard ~650' south of Savage Street.
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	No	



Delivery/Funding

Project Delivery Information

Project Planning Status

Other Regional Plan
Planning/Safety Study

Phase Estimate and Schedule

Phase Milestone		Status
PE (Survey, Environmental, Design)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$1,805,500	12%	
Phase Estimate + Contingency		
\$2,414,661		

Phase Milestone		Status
RW (Right of Way and Easement Acquisition, Utility Relocation)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$195,000	30%	
Phase Estimate + Contingency		
\$311,780		

Phase Milestone		Status
CN (Construction, Oversight, Contingencies)		Not Started
Base Cost Estimate (in 2020 dollars)	Risks/Contingency/ Unknowns	Phase Duration
\$8,224,031	40%	
Phase Estimate + Contingency		
\$17,952,204		

Total Cost Estimate: \$20,678,645

Project Funding Sources

Project UPC/DRPT/ID	UPC Description	VDOT / DRPT (\$)
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Total SYIP: \$0

Other Committed Funds

Other Funds Committed to Project	Description of Fund Type	Amount
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Total Other Committed Funds: \$0

SMART SCALE Request

Total SYIP Allocations	\$0
Total Other Committed Funds	\$0
Total SMART SCALE Requested Funds	\$20,678,645
Total Project Funding	\$10,224,531
Total Cost Estimate	\$20,678,645



Economic Development Sites

Is this transportation project referenced in local Comprehensive Plan, local Economic Development Strategy or Regional Economic Development Strategy ?

Yes

Airport Industrial Park

Site Name	Building square footage	Category of Property
Airport Industrial Park	2121	Detailed Site Plan
Construction documents, engineering/architectural drawings, and specifications that include construction requirements for a project. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking and entrances.		
Approved		
Access Provision		
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.		

Description	Attachment Type	File Name	
Airport Industrial Park Approval	Approval Document for Site Development Plan	Airport Industrial Park Approval Site Plans.pdf	
Airport Industrial Park Plan	Site Development Plan	Airport Industrial Park Site Plan.pdf	



Supporting Documents

Current Attachments

Description	Attachment Type	File Name
Attachment A	Attachment A - Local Traffic Volumes	Smart Scale Pre-Application_Accomack_Attachment A.pdf
Regional Economic Development Plan exerpt	Local/Regional Economic Development Strategy	ESVA Regional Economic Development Plan p.65.pdf
Eastern Shore Bike Plan exerpt	Other	Eastern Shore Bike plan p. 12, 44.pdf
Long Range Transportation Plan	Local Comprehensive Plan	Acc_Nor-Rural-Long-Range-Transportation-Plan.pdf
Accomack_Cost Estimate	Detailed Cost Estimate	Smart Scale_Cost Estimate_Accomack.pdf
Typical Sections	Project Sketch	Eastern Shore_Typicals_Accomack County.pdf
Accomack County Zoning Overlay	Access Management Plan or Zoning Overlay	Accomack County_Zoning Econ Dev.pdf
Accomack County Zoning Overlay	Access Management Plan or Zoning Overlay	Accomack County_Zoning Econ Dev.pdf
Town of Onley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Onley_Zoned Econ Dev.pdf
Town of Melfa Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Melfa_Zoned Econ Dev.pdf
Town of Parksley Zoning Overlay	Access Management Plan or Zoning Overlay	Town of Parksley_Zoned Econ Dev.pdf
Project Sketch	Project Sketch	Smart Scale Graphics_Accomack County_reduced.pdf
Cost Estimate Workbook	Detailed Cost Estimate	VDOT Cost Estimate Spreadsheet_Accomack (1).xlsx



Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
(804) 786-4440



VDOT Central Office
1401 East Broad Street
Richmond, VA 23219
(804) 367-7623 (toll-free)
711 (hearing impaired)

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STA. -L- 1819+00 SEE SHEET 3



Town of Onley Segment **Eastern Shore Rail to Trail Study**

Sheet 1 of 5

LEGEND

- Shared Use Path
- Proposed Perm. Easement Area
- Alternative Soft Surface Path
- Parcel Boundary

0 75 150 300 Feet



NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- These graphics are for presentation purposes only.
- ROW based on Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort



SEE SHEET 3

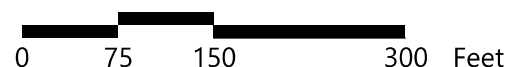


Town of Onley Segment **Eastern Shore Rail to Trail Study**

Sheet 2 of 5

LEGEND

- Prop Sidewalk
- Proposed Perm. Easement Area
- Proposed Temp Construction Easement
- Parcel Boundary



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STA. -L- 1819+00 SEE SHEET 1



-L- STA. 1843+00 SEE SHEET 5



Town of Onley Segment Eastern Shore Rail to Trail Study

Sheet 3 of 5

- LEGEND**
- Proposed Perm. Easement Area
 - Shared Use Path
 - Proposed Sidewalk
 - Alternative Soft Surface Path
 - Parcel Boundary

0 75 150 300 Feet



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Town of Onley Segment **Eastern Shore Rail to Trail Study**

Sheet 4 of 5

SEE SHEET 5

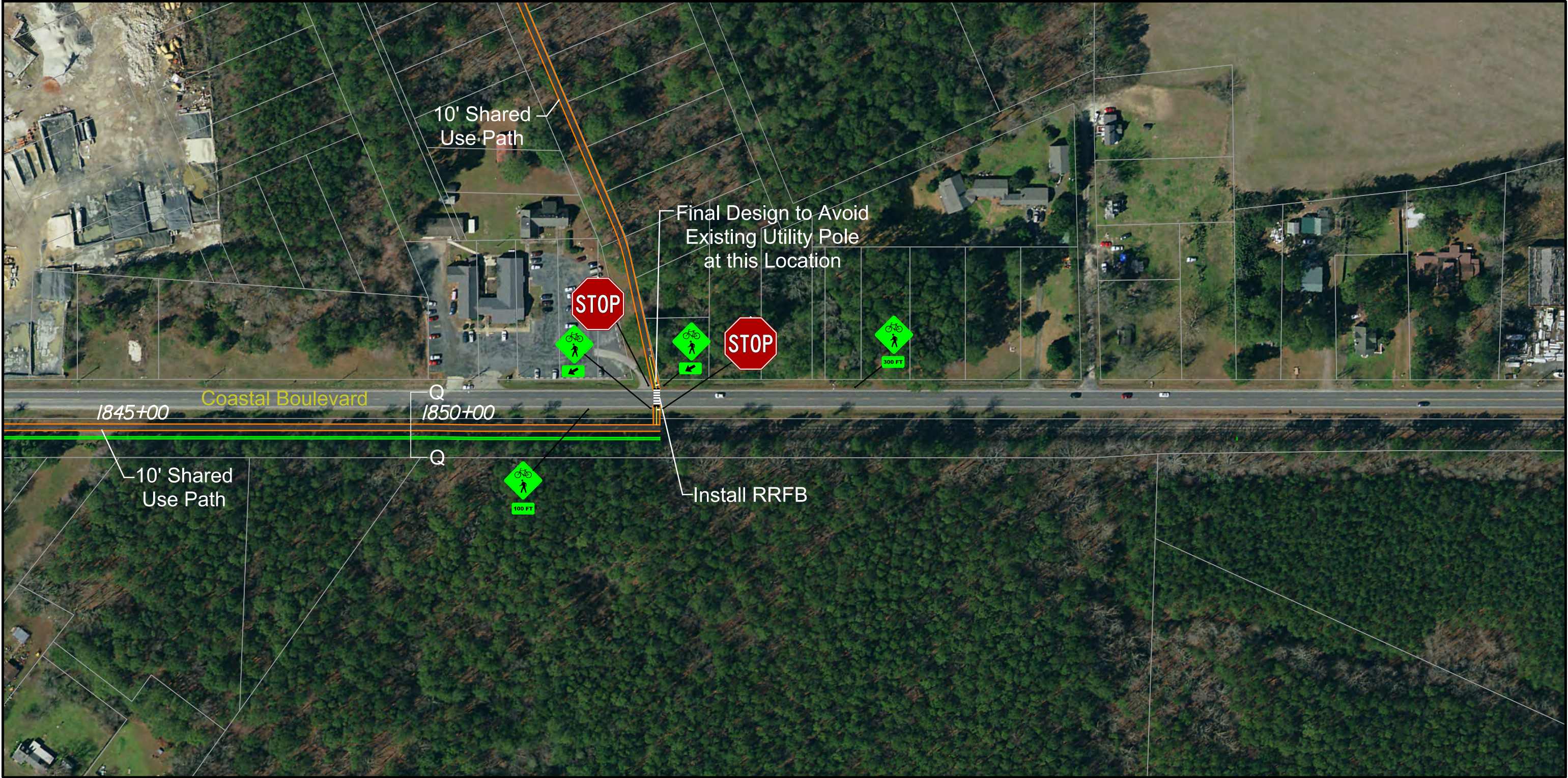
LEGEND

	Shared Use Path		Parcel Boundary
	Proposed Perm. Easement Area		
	Alternative Soft Surface Path		

0 75 150 300 Feet

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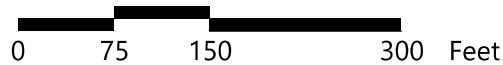


Town of Onley Segment
Eastern Shore Rail to Trail Study

Sheet 5 of 5

LEGEND

- Shared Use Path
- Proposed Perm. Easement Area
- Alternative Soft Surface Path
- Parcel Boundary



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Eastern Shore Rail to Trail - Town of Onley					
ITEM	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Roadway Discipline					
101	CONSTRUCTION SURVEYING CONSTR.	1	LS	\$ 7,759.06	\$ 7,759.06
10123	Aggr. Base Matl. TY. I-21A	4260	TON	\$ 34.93	\$ 148,806.01
10628	FLEXIBLE PAVE.PLANING 0"-2"	3130	SY	\$ 1.40	\$ 4,382.00
11040	Concrete Entrance Pave 7"	110	SY	\$ 90.34	\$ 9,937.40
11070	NS Saw-Cut Asph. Conc. SW-Cut Asph. Conc.	100	LF	\$ 5.58	\$ 558.00
12020	STD. CURB CG-2	60	LF	\$ 26.15	\$ 1,569.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
12910	Entrance Gutter CG-9A	70	SY	\$ 99.00	\$ 6,930.00
13052	Sign Island SI-2	80	SY	\$ 114.48	\$ 9,158.40
13108	CG-12 DETECTABLE WARNING SURFACE	90	SY	\$ 310.94	\$ 27,984.60
14120	REMOVE COMB. CURB AND GUTTER	40	LF	\$ 18.20	\$ 728.00
14300	CEMENT CONCRETE SIDEWALK 4"	810	SY	\$ 108.90	\$ 88,209.00
16340	ACSC_Conc. TY. SM-9.5D	110	TON	\$ 76.74	\$ 8,441.40
16355	ACSC_Conc. TY. SM-12.5D	850	TON	\$ 80.36	\$ 68,306.00
16370	ACSC_Conc. TY IM 19.0D	20	TON	\$ 105.55	\$ 2,111.00
16378	Thin Hot Mix Asphalt Concrete (Polymer Modified)	164	TON	\$ 129.51	\$ 21,278.49
16392	ACSC_Conc. TY. BM-25.0D	140	TON	\$ 87.99	\$ 12,318.60
24430	DEMO. OF PAVEMENT FLEXIBLE	42	SY	\$ 14.86	\$ 624.12
Subtotal					\$ 419,913.88
+15% Unaccounted for Items					\$ 482,900.96
Hydraulics Discipline					
6818	Drop Inlet DI-3B, L=6'	1	EA	\$ 6,000.00	\$ 6,000.00
12600	STD. COMB. CURB & GUTTER CG-6	40	LF	\$ 20.32	\$ 812.80
Subtotal					\$ 6,812.80
+15% Unaccounted for Items					\$ 7,834.72
Traffic Discipline					
50108	SIGN PANEL	100	SF	\$ 31.55	\$ 3,155.00
50430	SIGN POST STP-1, 2", 14 GAUGE	125	LF	\$ 14.19	\$ 1,773.75
50436	SIGN POST STP-1, 2 1/2", 12 GAUGE	210	LF	\$ 18.83	\$ 3,954.30
50485	CONC. SIGN FDN. STP-1 TY.A	18	EA	\$ 253.32	\$ 4,559.76
51198	PEDESTRIAN ACTUATION PA-2	8	EA	\$ 260.00	\$ 2,080.00
51212	PEDESTAL POLE PF-2 12'	8	EA	\$ 980.00	\$ 7,840.00
51240	CONC. FOUNDATION PF-2	8	EA	\$ 946.97	\$ 7,575.76
51600	14/2 CONDUCTOR CABLE	1200	LF	\$ 1.38	\$ 1,656.00
51602	14/4 CONDUCTOR CABLE	1200	LF	\$ 1.66	\$ 1,992.00
51838	HANGER ASSM.SMB-3, ONE WAY	8	EA	\$ 312.66	\$ 2,501.28
52404	PEDESTRIAN SIGNAL HEAD SP-9	8	EA	\$ 861.81	\$ 6,894.48
54032	TYPE B CLASS I PVMT LINE MRKG 4"	580	LF	\$ 0.56	\$ 324.80
54034	TY B CL I PVMT LINE MRKG 6"	2625	LF	\$ 0.90	\$ 2,362.50
54042	TYPE B CLASS I PAVE. LINE MARKING 24"	1430	LF	\$ 6.97	\$ 9,967.10
54105	ERADICATE EX. LINEAR PVMT MRKG	100	LF	\$ 0.46	\$ 46.00
54659	SYMB MRKG HELMETED BICYCLIST TY B CL I	11	EA	\$ 583.07	\$ 6,413.77
54664	PVMT SYMB MRKG SHARED LANE TY B CL II	4	EA	\$ 560.00	\$ 2,240.00
55587	JUNCTION BOX JB-S2	8	EA	\$ 1,719.34	\$ 13,754.72
56054	3" PVC CONDUIT	400	LF	\$ 7.17	\$ 2,868.00
56200	TRENCH EXCAVATION ECI-1	400	LF	\$ 7.49	\$ 2,996.00
NS	RECTANGULAR RAPID FLASHING BEACON (RRFB)	1	EA	\$ 15,000.00	\$ 15,000.00
Subtotal					\$ 99,955.22
+15% Unaccounted for Items					\$ 114,948.50
Materials/Geotech Discipline					
120	REGULAR EXCAVATION	5276	CY	\$ 20.81	\$ 109,793.56
140	BORROW EXCAVATION	4028	CY	\$ 25.17	\$ 101,382.47
Subtotal					\$ 211,176.03
+15% Unaccounted for Items					\$ 242,852.43
Other Discipline					
110	CLEARING AND GRUBBING	1	LS	\$ 15,806.81	\$ 15,806.81
125	GRADING	1	LS	\$ 10,000.00	\$ 10,000.00
NS	Erosion and Sediment Control	1	LS	\$ 38,795.28	\$ 38,795.28
NS	Seeding/Landscaping	1	LS	\$ 15,518.11	\$ 15,518.11
NS	Trailhead Amenities	1	EA	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 100,120.21
+15% Unaccounted for Items					\$ 115,138.24
MOT					
MAINTENANCE OF TRAFFIC - PROFESSIONAL JUDGEMENT (Percentage of Discipline Subtotals)				~10%	\$ 100,000.00
Subtotal					\$ 100,000.00
+15% Unaccounted for Items					\$ 115,000.00

SYIP PROJECTS DETAILED PROJECT COST ESTIMATE SUMMARY (Version: 1/21/2020 - CTS Modified)				
Portal ID:	Smart Scale 7148		Project UPC:	
Prepared By:	VHB		Milestone	Creation/Pre Scope
Reviewed By:	VHB		Date:	8/1/2020
County/City/Town:	Accomack County (01)		Tier Level	1
Preliminary Engineering				
Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway (Shared Use Path)	Profess. Judgement	\$ 114,885	10.00%	\$126,374
Hydraulics	Profess. Judgement	\$ 9,315	10.00%	\$10,247
In-plan Utilities		\$ -		\$0
Traffic	Profess. Judgement	\$ 9,315	10.00%	\$10,247
Structures/Bridges		\$ -		\$0
Materials/Geotech	Profess. Judgement	\$ 31,050	10.00%	\$34,155
Survey	Profess. Judgement	\$ 62,100	15.00%	\$71,415
Environmental	Profess. Judgement	\$ 46,575	15.00%	\$53,561
Right of Way	Profess. Judgement	\$ 6,210	10.00%	\$6,831
Other		\$ -		\$0
VDOT Oversight Costs		\$ 31,050	10.00%	\$34,155
Total PE Phase Estimate		\$ 310,500	11.75%	\$346,984
PE Base Estimate Date (XX/XX/XXXX)		8/1/2020		
PE Phase Dates (XX/XX/XXXX)	Start Date	8/1/2025	End Date	8/1/2026
Right-of-Way & Utilities				
Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way	Tax Map	\$190,000	30.00%	\$247,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo	\$0	30.00%	\$0
VDOT Oversight Costs		\$5,000	30.00%	\$6,500
Total RW Phase Estimate		\$195,000	30.00%	\$253,500
RW Base Estimate Date (XX/XX/XXXX)		8/1/2020		
RW Phase Dates (XX/XX/XXXX)	Start Date	8/1/2026	End Date	8/1/2027
Construction				
Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Profess. Judgement	\$107,000	40.00%	\$149,800
MOT	Profess. Judgement	\$100,000	40.00%	\$140,000
Roadway	Bid Tabs	\$482,901	40.00%	\$676,061
Hydraulics	Bid Tabs	\$7,835	40.00%	\$10,969
In-plan Utilities				\$0
Traffic	Bid Tabs	\$114,949	40.00%	\$160,928
Structures/Bridges				\$0
Materials/Geotech	Bid Tabs	\$242,852	40.00%	\$339,993
Soundwalls				\$0
Other	Bid Tabs	\$115,138	40.00%	\$161,194
Total Bid Items		\$1,170,675	40.00%	\$1,638,945
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max	\$58,534	40.00%	\$81,947
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%	\$81,947	40.00%	\$114,726
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)	\$234,135	15.00%	\$269,255
	VDOT Oversight (\$)			0
	Total CEI			\$269,255
Total CN Phase Estimate		\$1,545,291	36.21%	\$2,104,873
CN Base Estimate Date (XX/XX/XXXX)		8/1/2020		
CN Phase Start Date (XX/XX/XXXX)		8/1/2027		
CN Phase End Date (XX/XX/XXXX)		2/1/2029		
Total Project Cost Estimate				\$2,705,357

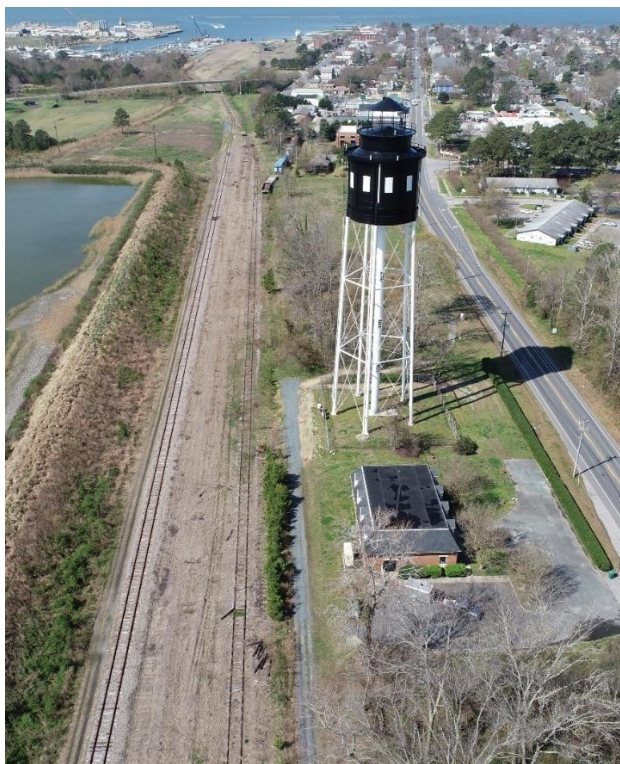
Segment 1 - Cape Charles to Nassawadox

Route Summary

This segment runs approximately 18 miles from downtown Cape Charles to the heart of Nassawadox and connects through multiple towns and destinations including Cheriton, Eastville, and Machipongo. Between Cape Charles and Machipongo, the segment runs parallel to but is separated from Route 13. North of Machipongo, this segment runs parallel and adjacent to Route 13.

Segment Opportunities

Destinations along this corridor include the Cape Charles Museum, Cape Charles Brewing Company, and the Eastern Shore of Virginia Barrier Islands Center as well as multiple other restaurants and retail shops. This segment connects the designated walking paths in Cape Charles and in Nassawadox. With a short addition of new sidewalk, the shared use path connects to existing sidewalk and provides a pedestrian route through Eastville. Trailhead opportunities along this segment include Cape Charles, Nassawadox, and Machipongo.



Fast Facts



18 Miles



4 Trailheads



\$12.1 Million

+\$1M for Alternative
Soft Surface Path

+\$5.9M for Rail Removal

Segment Constraints

The connection into the downtown area of Cape Charles, while a vital connection, includes design constraints along Mason Avenue. The future sidepath on Mason Avenue between Fig Street and Nectarine Street is limited by the existing retaining wall. An 8' sidepath and a physical barrier, such as flexible post bollards, is recommended at this location to maintain an adequate buffer from the retaining wall.

Closer Look

With the abundance of residential and retail land uses, Cape Charles serves as a primary trailhead location within this segment. A connection to the downtown area of Cape Charles is vital to the success of the shared use path. Downtown Cape Charles is a multimodal location with ongoing improvements. The shared use path could continue create a multimodal connection to destinations along Stone Road and to Route 13. A popular alternative mode of travel in Cape Charles is golf carts. The final design for the shared use path could consider golf cart usage in Cape Charles.

Segment 2 – Nassawadox to Eastern Shore Community College

Route Summary

This segment runs primarily adjacent to Route 13 for approximately 12.5 miles from Nassawadox to the Eastern Shore Community College. The segment connects through the Town of Exmore as well as Painter and Keller.

Segment Opportunities

Destinations along this corridor include numerous destinations in the Town of Exmore as well as the Blue Crow Antique Mall and the Eastern Shore Community College. With additional off-rail improvements, this segment could connect to multiple destinations along the shore including Willis Wharf Road Marina, Quiby Marina, and Wachapreague Marina. Trailhead opportunities along this segment include a new trailhead in Painter and a connection to the existing Town of Exmore park. The area adjacent to the railroad corridor may provide space for an event center within Exmore.



Fast Facts



12.5 Miles



1 Trailhead



\$6.6 Million

+\$1M for Alternative
Soft Surface Path

+\$4.1M for Rail Removal

Segment Constraints

Although many destinations in this segment are adjacent to the railroad corridor, three popular destinations are on the Eastern Shore's coast ranging from 1.5 to 5 miles away from the rail corridor. While connections of this length may not be practical for pedestrians, consideration should be given to providing bicycle accommodations along the existing roadways to these destinations. The roadways are primarily high-speed roadways with low traffic volumes.

Closer Look

Connecting through the Town of Exmore provides opportunity for off-rail connections to provide ped/bike connectivity throughout Exmore. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Oakland Drive, Cathey Avenue, Main Street, or Occohannock Neck Road between the rail corridor and Route 13.

Segment 3 – Eastern Shore Community College to Onley

Route Summary

This segment runs approximately 4.7 miles from the Eastern Shore Community College to downtown Onley and connects through Melfa. South of Onley this segment runs parallel and adjacent to Route 13. North of Onley, the shared use path is separated from Route 13.

Segment Opportunities

This 4-mile segment includes numerous destinations such as Melfa Town park, Nandua High School, Eastern Shore of Virginia YMCA, the Onley Farmers Market, and multiple restaurants and retail stores within the Town of Onley. This segment connects to the designated walking path in Melfa. The Town of Onley presents an opportunity for a trailhead location within the rail right of way south of Main Street.

Segment Constraints

The northbound approach at Phillips Drive has been previously identified as a potential location for installation of a right-turn lane. The final design must coordinate with VDOT to not impede the inclusion of a future right-turn lane at this location.



Fast Facts



4.7 Miles



1 Trailhead



\$2.5 Million

+\$800k for Alternative
Soft Surface Path

+\$1.5M for Rail Removal

Closer Look

The Town of Onley provides opportunity for off-rail connections to provide ped/bike connectivity to various retail centers along Route 13. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Coastal Boulevard and Main Street / Market Street. Continuing accommodations along Market Street to the west of Route 13 could provide a multimodal connection to Onancock.



Segment 4 – Onley to Taylor Street south of Hallwood

Route Summary

This segment runs approximately 14 miles from the Town of Onley to approximately 0.6 miles south of the Town of Hallwood and includes the Towns of Parksley and Bloxom. The shared use path deviates from Route 13 north of Onley but follows the path of Route 316 Route 779.

Segment Opportunities

Parksley provides opportunity to serve as the primary trailhead for this location. Much of the infrastructure of a trailhead already exists in Parksley's downtown area, and more infrastructure is envisioned in Parksley's Downtown Revitalization Plan. Connection opportunities along this segment include a regional library and heritage center currently under construction in Parksley. Additional off-rail improvements may provide connection to downtown Accomac to the east.

Segment Constraints

This segment stops just shy of Hallwood and terminates at a dead-end point approximately 0.6 miles south of Hallwood. The railroad corridor still serves as an active rail line north of the termination point and through Hallwood and does not allow the rail to trail conversion to continue into Hallwood. Connection to Hallwood would provide a more logical termini for the shared use path but requires construction adjacent to the active rail line for approximately 0.6 miles. Rails with trails are not uncommon throughout the United States but present a different set of constraints than the rail to trail conversion process.

Parts of this segment, primarily in the northern section, have a large grade difference between the existing railbed and the adjacent roadway. The steep slope caused by this grade difference may require a physical barrier or fences in some locations to protect the shared use path users. Careful consideration must be given to the final design in such areas.

Fast Facts



13.5 Miles



2 Trailheads



\$7.4 Million

+\$1.2M for Alternative
Soft Surface Path

+\$4.5M for Rail Removal

Closer Look

The downtown area of Parksley is one of the main destinations along this corridor and the opportunities and desires outlined in Parksley's Downtown Revitalization Plan (2019) align with the benefits that the shared use path can provide this area. Although the rail to trail initiative for the former Bay Coast Railroad had not been established at the time of the revitalization plan, the plan identifies the railroad area and adjacent parcels as an important asset to the revitalization plan. Specifically, the parking area adjacent to the railroad corridor is envisioned as a revamped town square with a new entertainment area and upgraded utility posts to allow for food truck rodeos and other events. Designed alleyways lead from this area to the Eastern Shore Regional Library and Heritage center that is currently under construction. The revitalization plan also includes new sidewalk improvements within the railroad corridor as well as along Bennett Street. The proposed shared use path would serve the purpose of the planned sidewalks in the rail corridor and connect to the revitalized Parksley Town Square. The plan also calls for bike lanes to be added on Bennett street to promote a multimodal lifestyle. The shared use path allows bicyclists from outside of Parksley to connect to these new bike lanes and the downtown area of Parksley.



Appendix G

Map Segment Summary Packages

Segment 1 - Cape Charles to Nassawadox

Route Summary

This segment runs approximately 18 miles from downtown Cape Charles to the heart of Nassawadox and connects through multiple towns and destinations including Cheriton, Eastville, and Machipongo. Between Cape Charles and Machipongo, the segment runs parallel to but is separated from Route 13. North of Machipongo, this segment runs parallel and adjacent to Route 13.

Segment Opportunities

Destinations along this corridor include the Cape Charles Museum, Cape Charles Brewing Company, and the Eastern Shore of Virginia Barrier Islands Center as well as multiple other restaurants and retail shops. This segment connects the designated walking paths in Cape Charles and in Nassawadox. With a short addition of new sidewalk, the shared use path connects to existing sidewalk and provides a pedestrian route through Eastville. Trailhead opportunities along this segment include Cape Charles, Nassawadox, and Machipongo.



Fast Facts



18 Miles



4 Trailheads



\$12.1 Million

+\$1M for Alternative
Soft Surface Path

+\$5.9M for Rail Removal

Segment Constraints

The connection into the downtown area of Cape Charles, while a vital connection, includes design constraints along Mason Avenue. The future sidepath on Mason Avenue between Fig Street and Nectarine Street is limited by the existing retaining wall. An 8' sidepath and a physical barrier, such as flexible post bollards, is recommended at this location to maintain an adequate buffer from the retaining wall.

Closer Look

With the abundance of residential and retail land uses, Cape Charles serves as a primary trailhead location within this segment. A connection to the downtown area of Cape Charles is vital to the success of the shared use path. Downtown Cape Charles is a multimodal location with ongoing improvements. The shared use path could continue create a multimodal connection to destinations along Stone Road and to Route 13. A popular alternative mode of travel in Cape Charles is golf carts. The final design for the shared use path could consider golf cart usage in Cape Charles.



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 1 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 20+80 SEE SHEET 1



-L- STA. 44+90 SEE SHEET 3

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 2 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY. VDOT ACKNOWLEDGES THAT THE ULTIMATE ALIGNMENT MAY VARY DEPENDING ON THE OUTCOME OF FURTHER STUDY, CONSIDERING SUCH FACTORS AS RIGHT OF WAY AVAILABILITY, ENVIRONMENTAL IMPACTS, AND COSTS.

-L- STA. 44+90 SEE SHEET 2



-L- STA. 68+90 SEE SHEET 4

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 3 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

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-L- STA. 68+90 SEE SHEET 3

-L- STA. 92+96 SEE SHEET 5



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 4 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 92+96 SEE SHEET 4

-L- STA. 117+03 SEE SHEET 6



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 5 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 117+03 SEE SHEET 5

-L- STA. 138+00
SEE SHEET 8

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



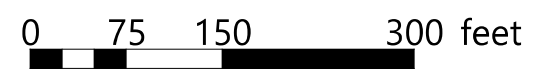
Sheet 6 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 7 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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- Removal of existing railroad crossing markings, signing and signal equipment assumed under separate effort.
- All design to be performed within existing ROW after survey is complete.

-L- STA. 138+00 SEE SHEET 6



-L- STA. 163+00 SEE SHEET 9

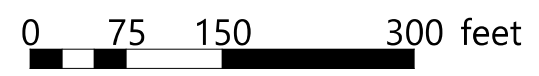
Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 8 of 41
PROJECT NO. 46267-1-17-37



LEGEND	
	Shared Use Path
	Wetlands
	New Pavement
	Alternative Soft Surface Path
	Water Feature
	Tree Trimming/ Removal
	Parcel Boundary
	Fence Barrier
	Existing Rail to be Removed
	Cross Section Typical



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-L- STA. 163+00 SEE SHEET 8

-L- STA. 187+00 SEE SHEET 10



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 9 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

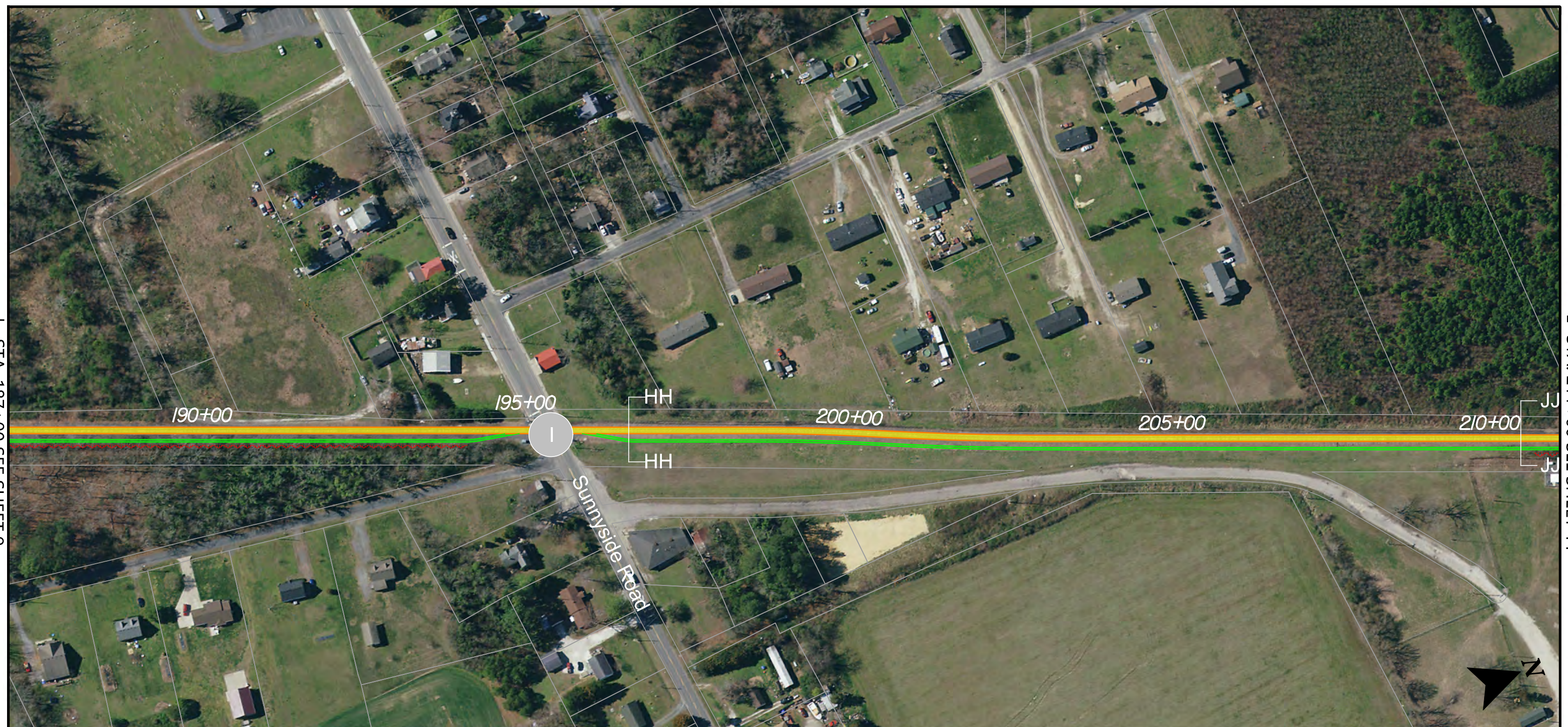
NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 187+00 SEE SHEET 9

-L- STA. 211+00 SEE SHEET 11



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



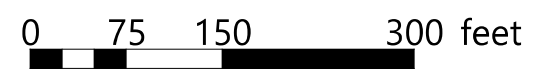
Sheet 10 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



NOTES

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-L- STA. 211+00 SEE SHEET 10

-L- STA. 235+00 SEE SHEET 12



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 11 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 235+00 SEE SHEET 11

-L- STA. 259+00 SEE SHEET 13



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 12 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

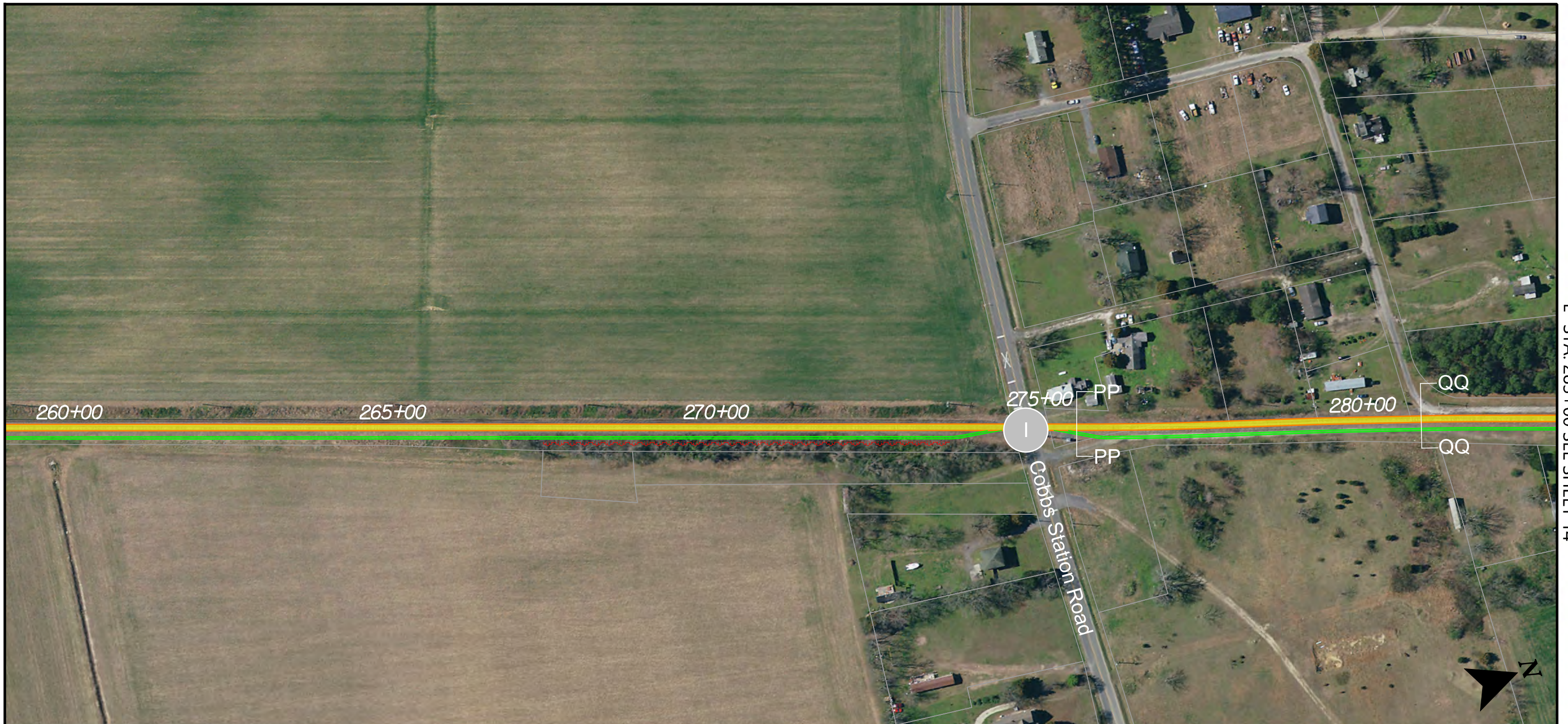
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-L- STA. 259+00 SEE SHEET 12



-L- STA. 283+00 SEE SHEET 14

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 13 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

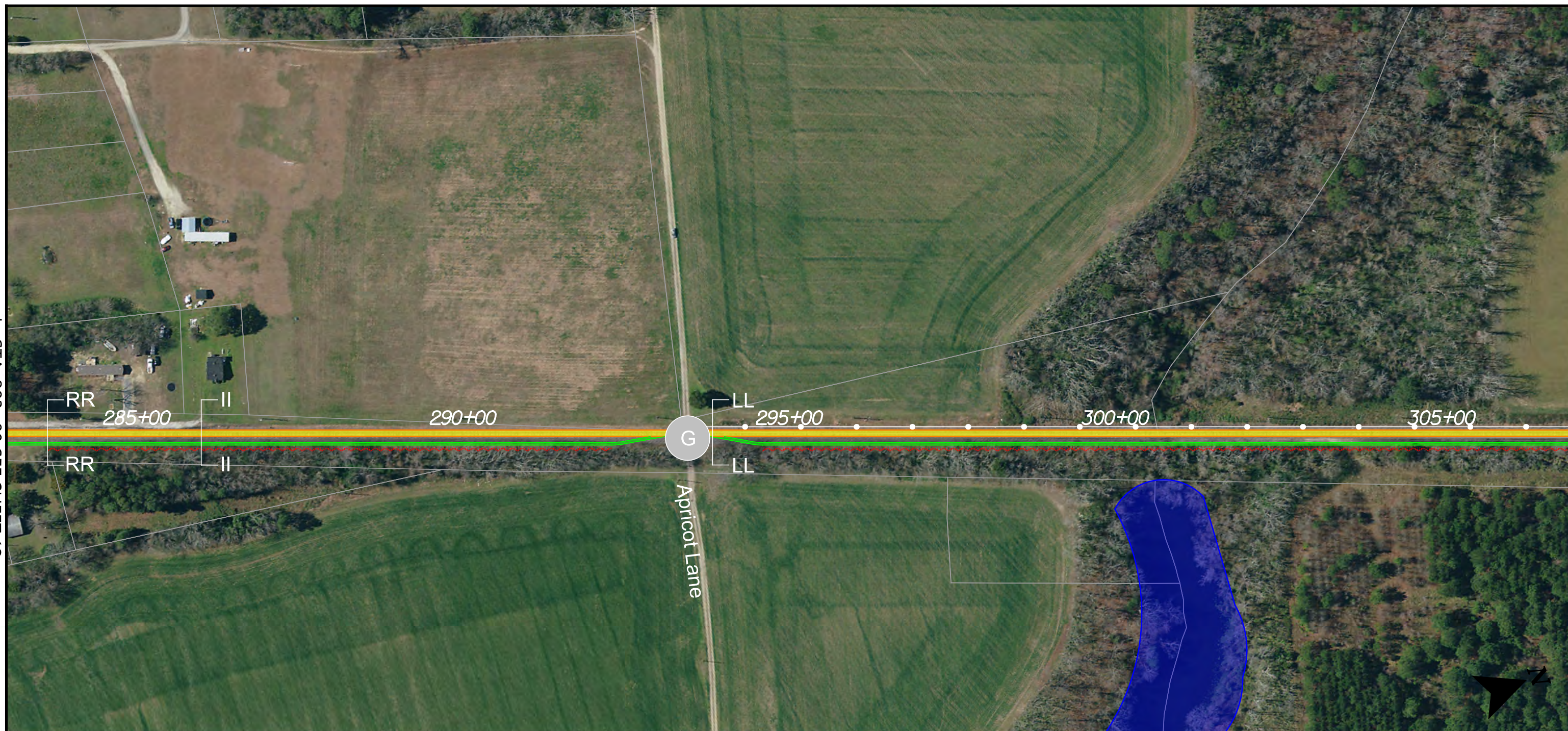
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-L- STA. 283+00 SEE SHEET 13

-L- STA. 307+00 SEE SHEET 15



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 14 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 307+00 SEE SHEET 14

-L- STA. 331+00 SEE SHEET 16



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 15 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

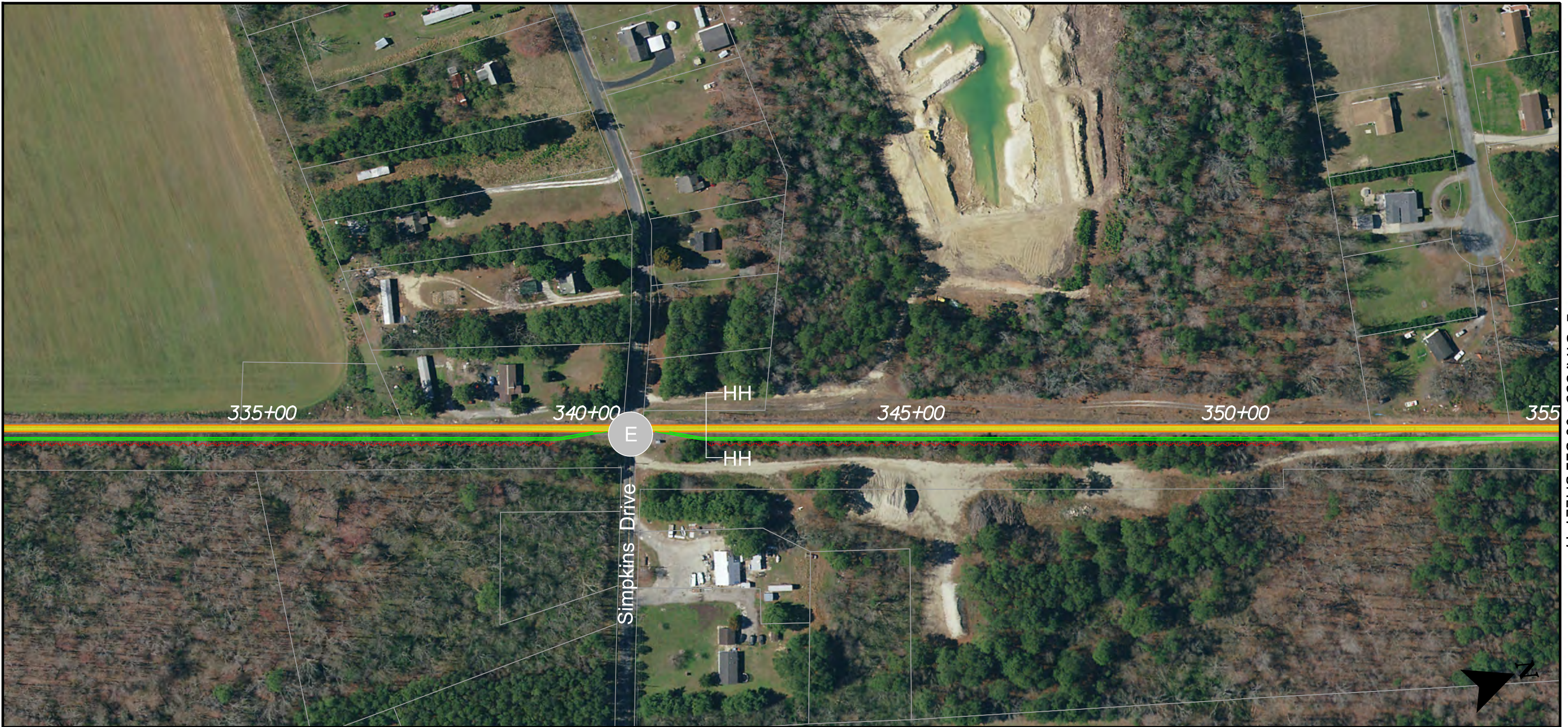
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-L- STA. 331+00 SEE SHEET 15

-L- STA. 355+00 SEE SHEET 17



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 16 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



NOTES

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-L- STA. 355+00 SEE SHEET 16

-L- STA. 379+00 SEE SHEET 18



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 17 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
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-L- STA. 379+00 SEE SHEET 17

-L- STA. 403+00 SEE SHEET 19



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 18 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 403+00 SEE SHEET 18

-L- STA. 427+00 SEE SHEET 20



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 19 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet



NOTES

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-L- STA. 427+00 SEE SHEET 19

-L- STA. 451+00 SEE SHEET 21



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



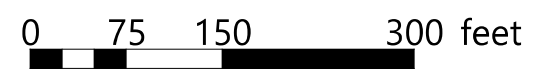
Sheet 20 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



NOTES

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-L- STA. 451+00 SEE SHEET 20

-L- STA. 475+00 SEE SHEET 22



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 21 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



NOTES

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-L- STA. 475+00 SEE SHEET 21

-L- STA. 499+00 SEE SHEET 23



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 22 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



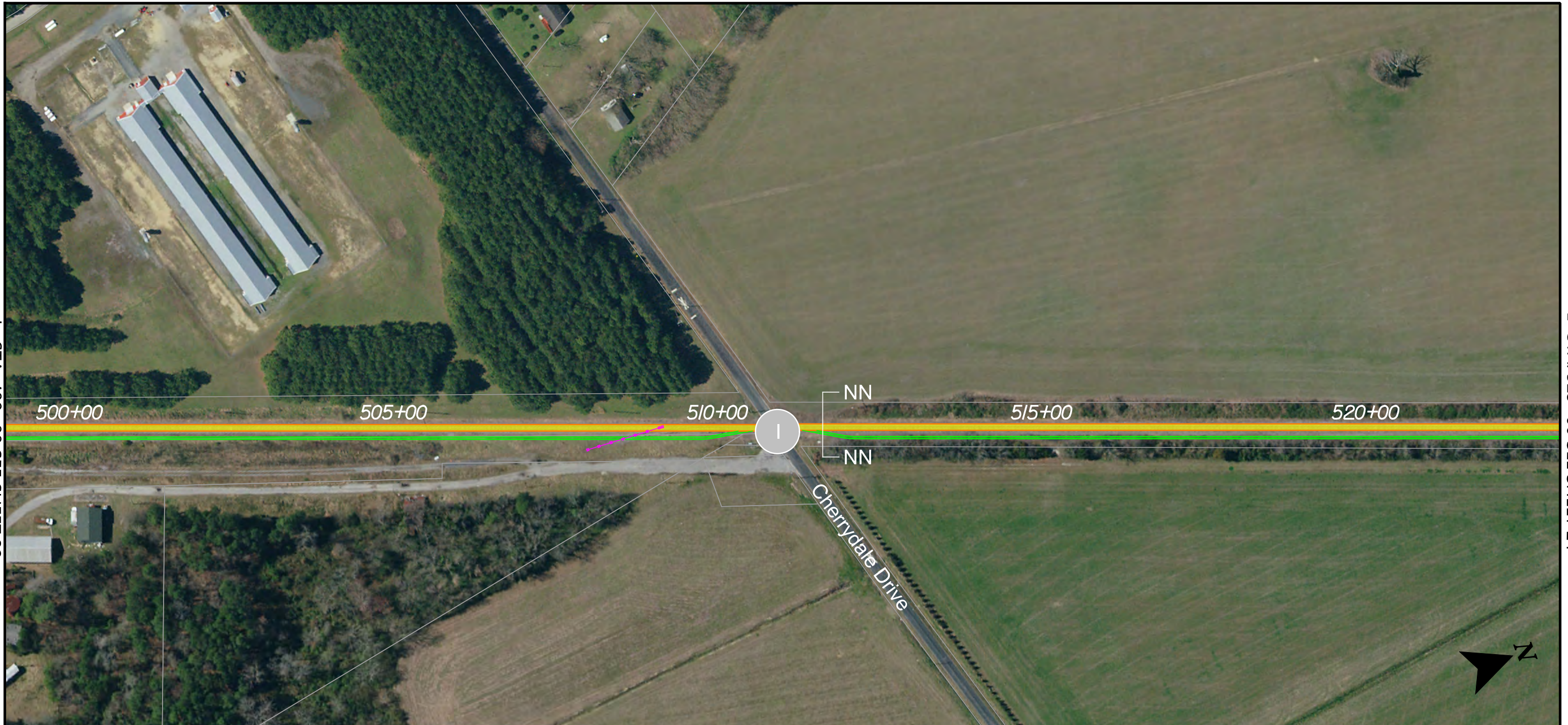
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-L- STA. 499+00 SEE SHEET 22

-L- STA. 523+00 SEE SHEET 24



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 23 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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-L- STA. 523+00 SEE SHEET 23

-L- STA. 547+00 SEE SHEET 25



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 24 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 547+00 SEE SHEET 24

-L- STA. 571+00 SEE SHEET 26



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 25 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

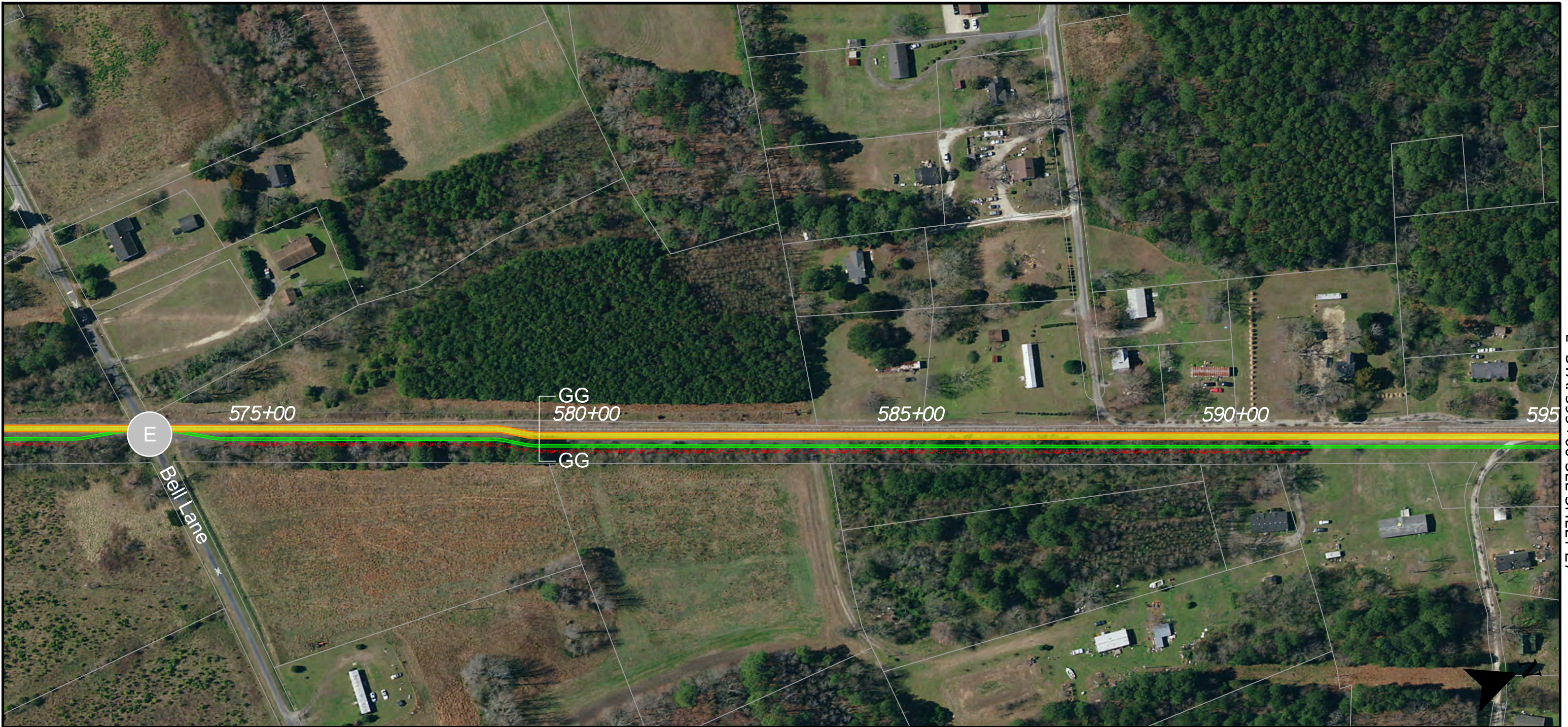
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-L- STA. 571+00 SEE SHEET 25

-L- STA. 595+00 SEE SHEET 27



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 26 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 595+00 SEE SHEET 26

-L- STA. 619+00 SEE SHEET 28



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 27 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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- Existing Rail to be Removed
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-L- STA. 619+00 SEE SHEET 27

-L- STA. 643+00 SEE SHEET 29



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 28 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 643+00 SEE SHEET 28

-L- STA. 667+00 SEE SHEET 30



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 29 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 667+00 SEE SHEET 29

-L- STA. 691+00 SEE SHEET 31



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 30 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

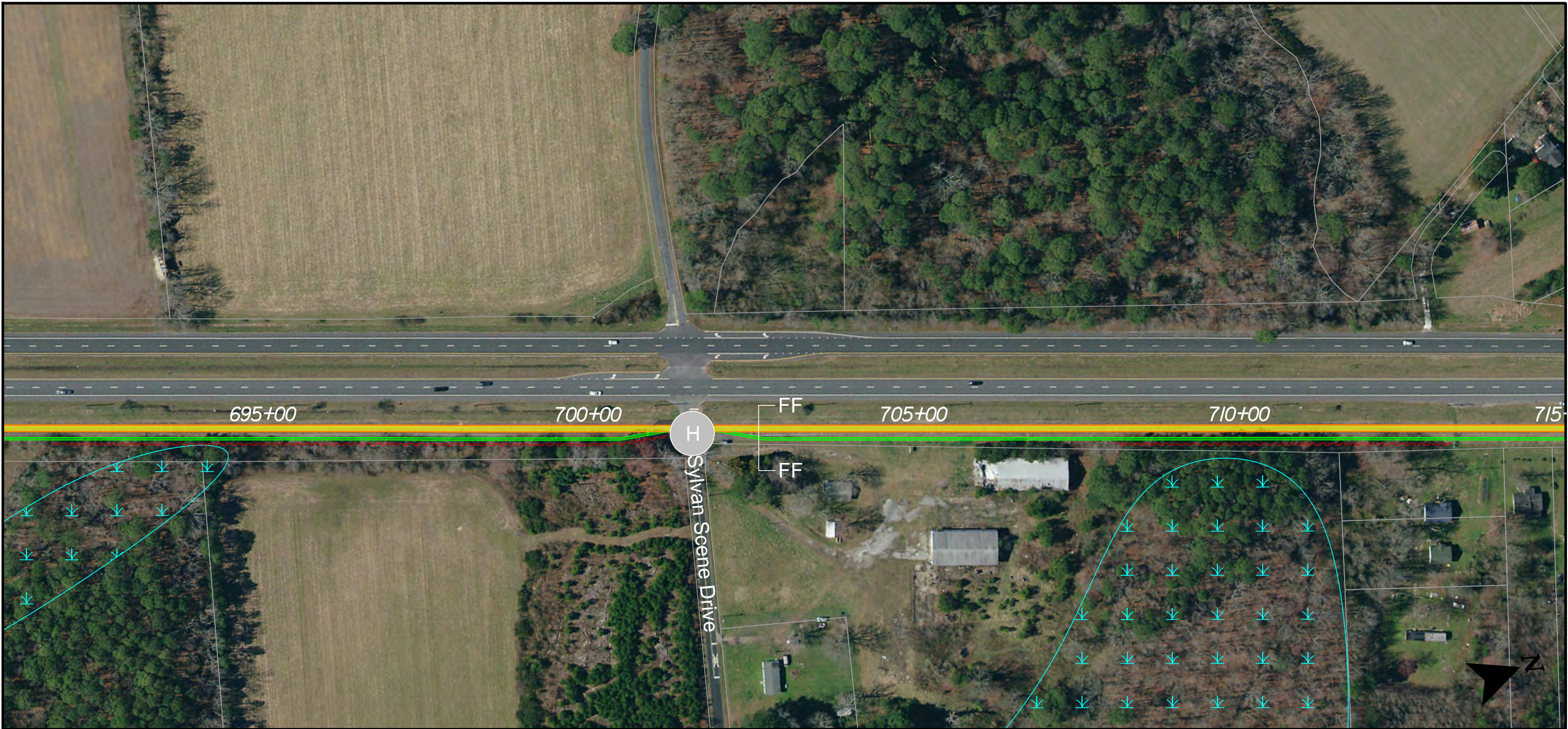
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-L- STA. 691+00 SEE SHEET 30

-L- STA. 715+00 SEE SHEET 32



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 31 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

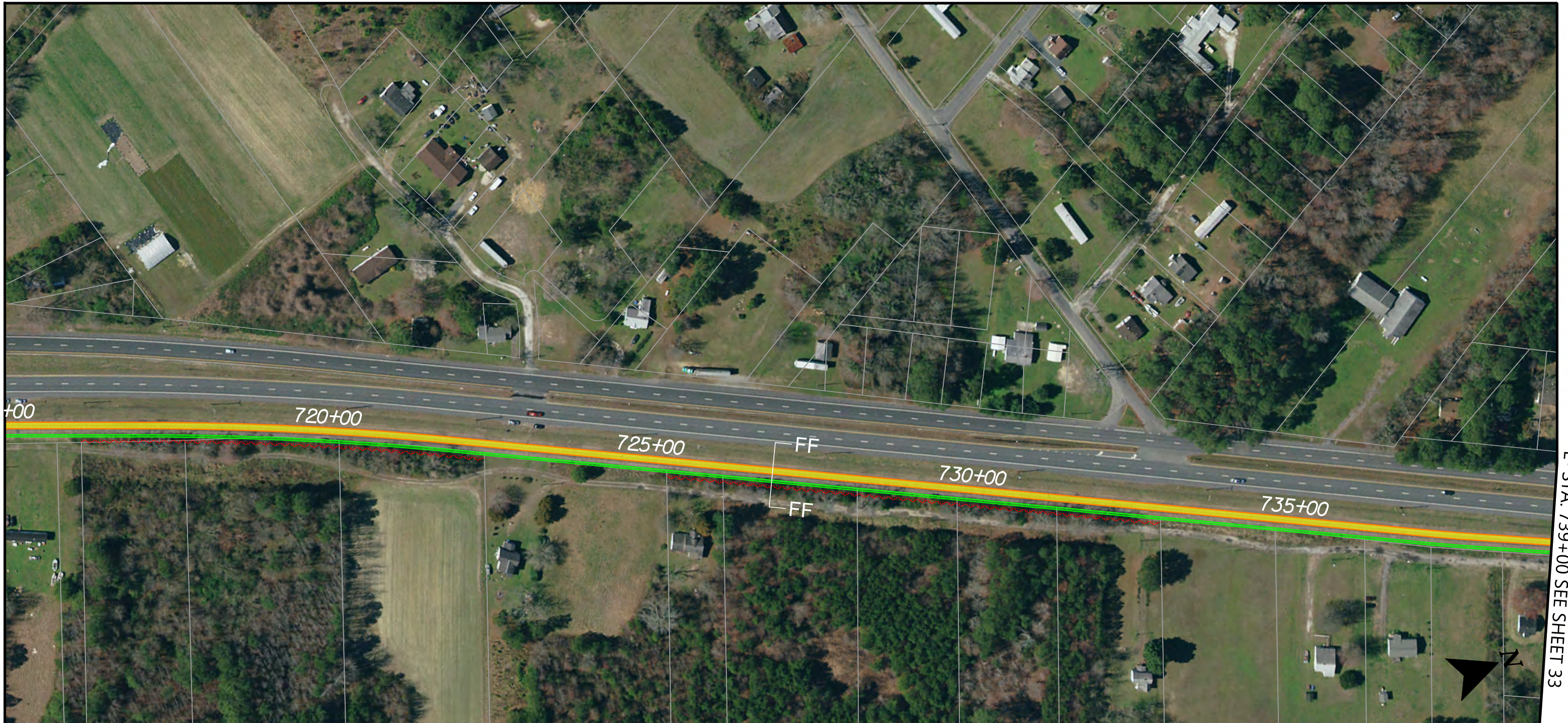
0 75 150 300 feet

NOTES

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-L- STA. 715+00 SEE SHEET 31



-L- STA. 739+00 SEE SHEET 33

Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 32 of 41
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

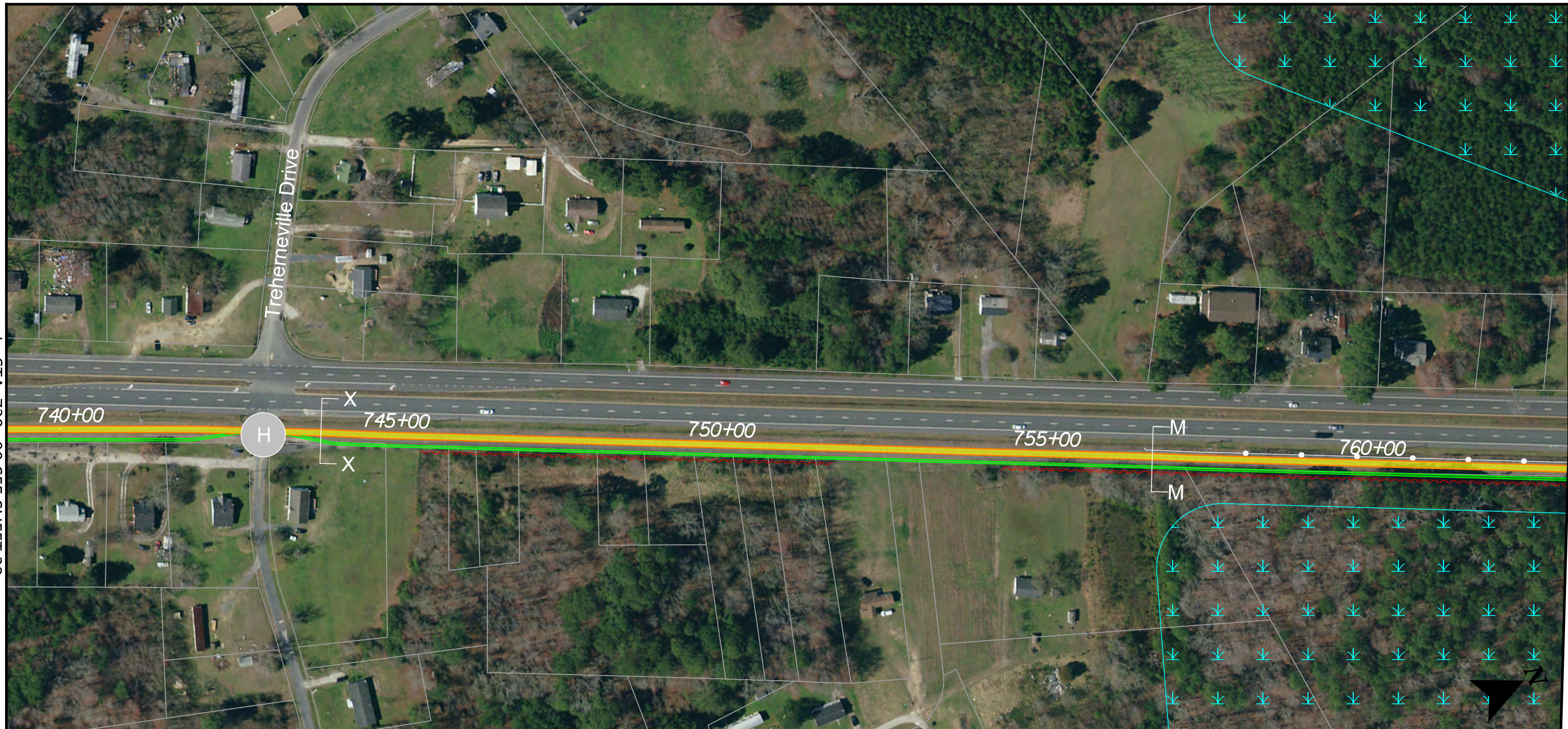
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-L- STA. 739+00 SEE SHEET 32

-L- STA. 763+00 SEE SHEET 34



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 33 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 763+00 SEE SHEET 33

-L- STA. 787+00 SEE SHEET 35



**Eastern Shore Rail to Trail Study:
Cape Charles to Nassawadox
Alignment Layout**



Sheet 34 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 787+00 SEE SHEET 34

-L- STA. 811+00 SEE SHEET 36



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 35 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 811+00 SEE SHEET 35

-L- STA. 835+00 SEE SHEET 37



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 36 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 835+00 SEE SHEET 36

-L- STA. 859+00 SEE SHEET 38



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 37 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

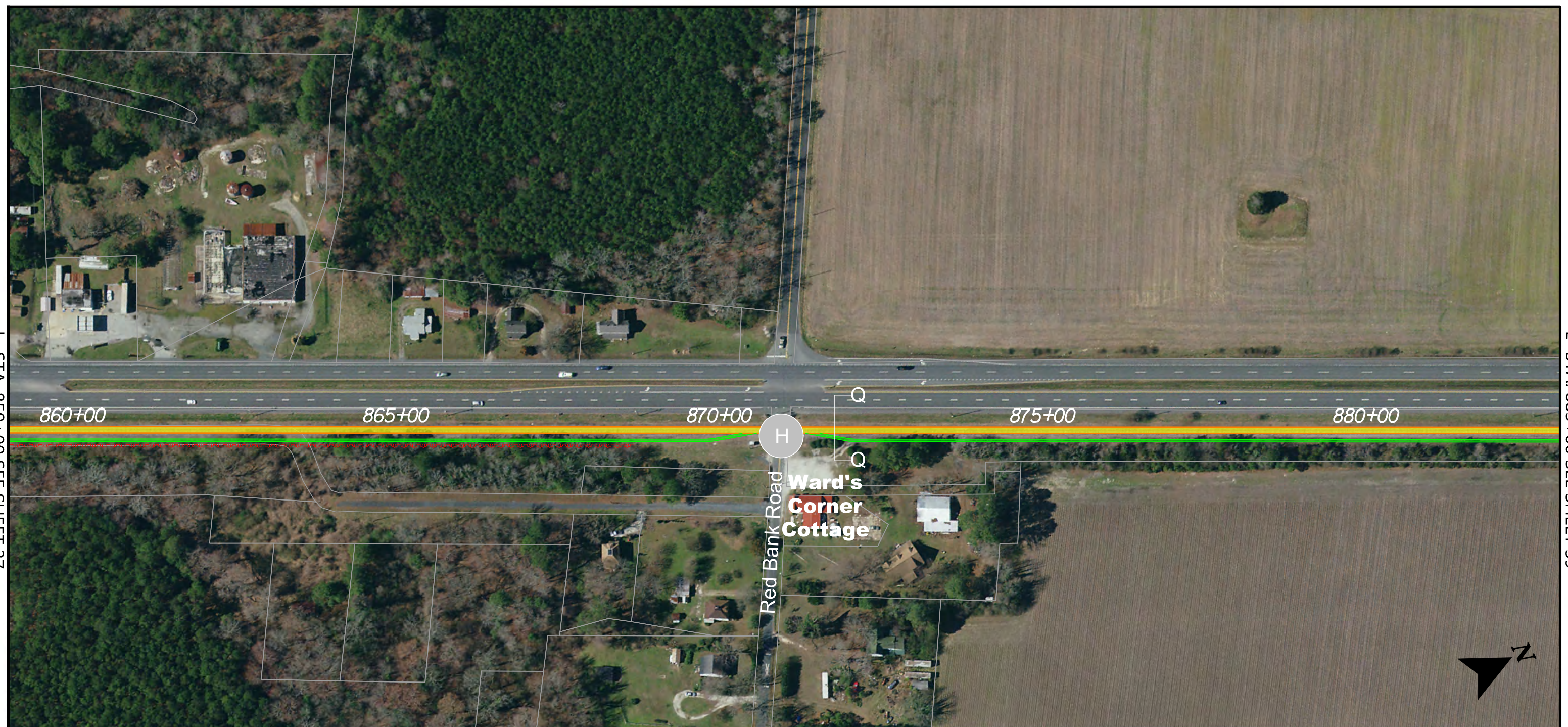
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-L- STA. 859+00 SEE SHEET 37

-L- STA. 883+00 SEE SHEET 39



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



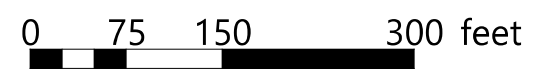
Sheet 38 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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-L- STA. 883+00 SEE SHEET 38

-L- STA. 907+00 SEE SHEET 40



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 39 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 907+00 SEE SHEET 39

-L- STA. 931+00 SEE SHEET 41



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 40 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 931+00 SEE SHEET 40



Eastern Shore Rail to Trail Study: Cape Charles to Nassawadox Alignment Layout



Sheet 41 of 41
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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Segment 2 – Nassawadox to Eastern Shore Community College

Route Summary

This segment runs primarily adjacent to Route 13 for approximately 12.5 miles from Nassawadox to the Eastern Shore Community College. The segment connects through the Town of Exmore as well as Painter and Keller.

Segment Opportunities

Destinations along this corridor include numerous destinations in the Town of Exmore as well as the Blue Crow Antique Mall and the Eastern Shore Community College. With additional off-rail improvements, this segment could connect to multiple destinations along the shore including Willis Wharf Road Marina, Quiby Marina, and Wachapreague Marina. Trailhead opportunities along this segment include a new trailhead in Painter and a connection to the existing Town of Exmore park. The area adjacent to the railroad corridor may provide space for an event center within Exmore.



Fast Facts

12.5 Miles

1 Trailhead

\$6.6 Million
+\$1M for Alternative
Soft Surface Path
+\$4.1M for Rail Removal

Segment Constraints

Although many destinations in this segment are adjacent to the railroad corridor, three popular destinations are on the Eastern Shore's coast ranging from 1.5 to 5 miles away from the rail corridor. While connections of this length may not be practical for pedestrians, consideration should be given to providing bicycle accommodations along the existing roadways to these destinations. The roadways are primarily high-speed roadways with low traffic volumes.

Closer Look

Connecting through the Town of Exmore provides opportunity for off-rail connections to provide ped/bike connectivity throughout Exmore. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Oakland Drive, Cathey Avenue, Main Street, or Occohannock Neck Road between the rail corridor and Route 13.



-L- STA. 955+00 SEE SHEET 2

Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 1 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 955+00 SEE SHEET 1

-L- STA. 979+00 SEE SHEET 3



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 2 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 979+00 SEE SHEET 2

-L- STA. 1003+00 SEE SHEET 4



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 3 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

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- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 1003+00 SEE SHEET 3

-L- STA. 1027+00 SEE SHEET 5



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 4 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 1027+00 SEE SHEET 4

-L- STA. 1051+00 SEE SHEET 6



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 5 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

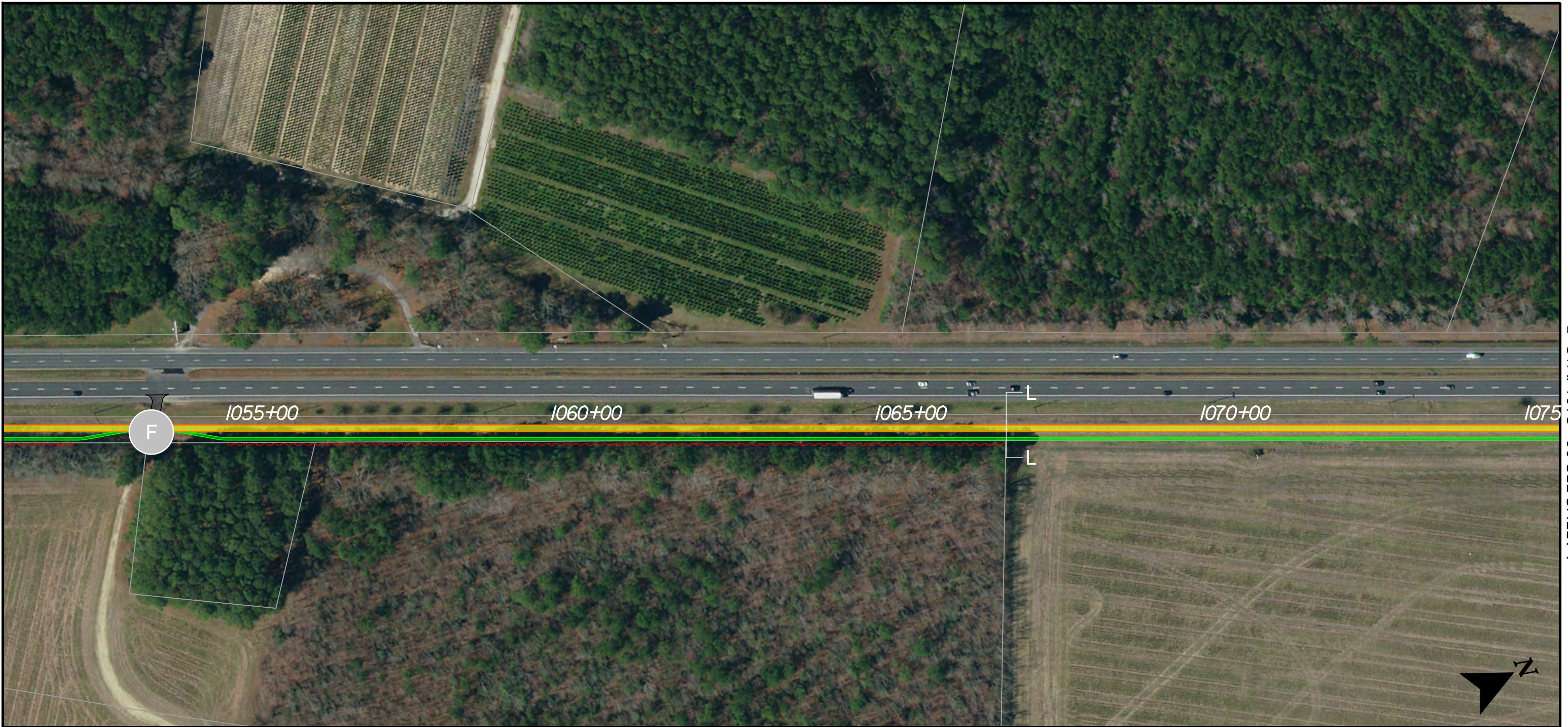
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-L- STA. 1051+00 SEE SHEET 5

-L- STA. 1075+00 SEE SHEET 7



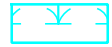
**Eastern Shore Rail to Trail Study:
Nassawadox to ESCC
Alignment Layout**



Sheet 6 of 29
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
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-L- STA. 1075+00 SEE SHEET 6

-L- STA. 1099+00 SEE SHEET 8



**Eastern Shore Rail to Trail Study:
Nassawadox to ESCC
Alignment Layout**



Sheet 7 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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-L- STA. 1099+00 SEE SHEET 7

-L- STA. 1123+00 SEE SHEET 9



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 8 of 29
PROJECT NO. 46267-1-17-37



LEGEND

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-L- STA. 1123+00 SEE SHEET 8

-L- STA. 1147+00 SEE SHEET 10



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 9 of 29
PROJECT NO. 46267-1-17-37



LEGEND

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- Water Feature

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- Parcel Boundary
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0 75 150 300 feet

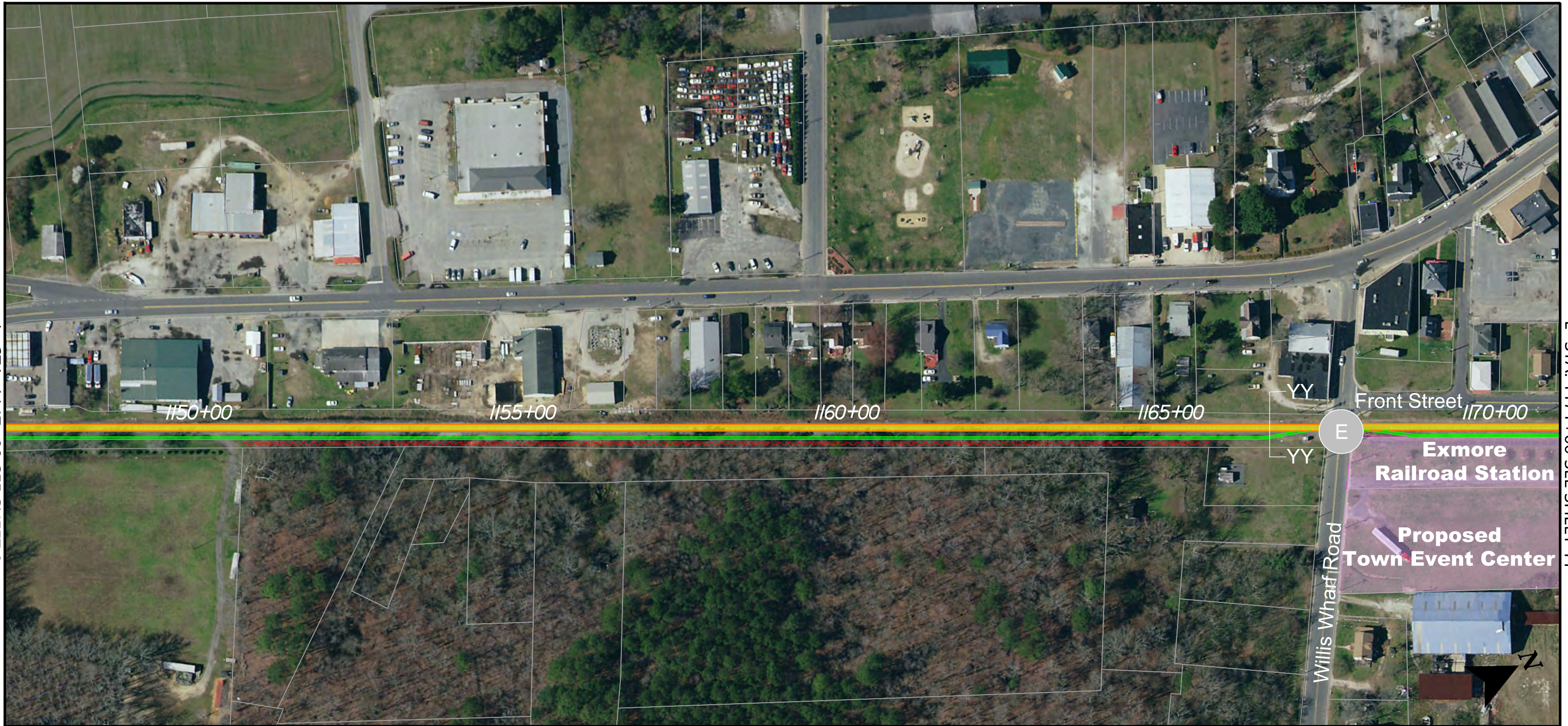
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-L- STA. 1147+00 SEE SHEET 9

-L- STA. 1171+00 SEE SHEET 11



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 10 of 29
PROJECT NO. 46267-1-17-37



LEGEND

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- Water Feature

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- Parcel Boundary
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-L- STA. 1171+00 SEE SHEET 10

-L- STA. 1195+00 SEE SHEET 12



**Eastern Shore Rail to Trail Study:
Nassawadox to ESCC
Alignment Layout**



Sheet 11 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 1195+00 SEE SHEET 11

-L- STA. 1219+00 SEE SHEET 13



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 12 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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- Existing Rail to be Removed
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-L- STA. 1219+00 SEE SHEET 12

-L- STA. 1243+00 SEE SHEET 14



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 13 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

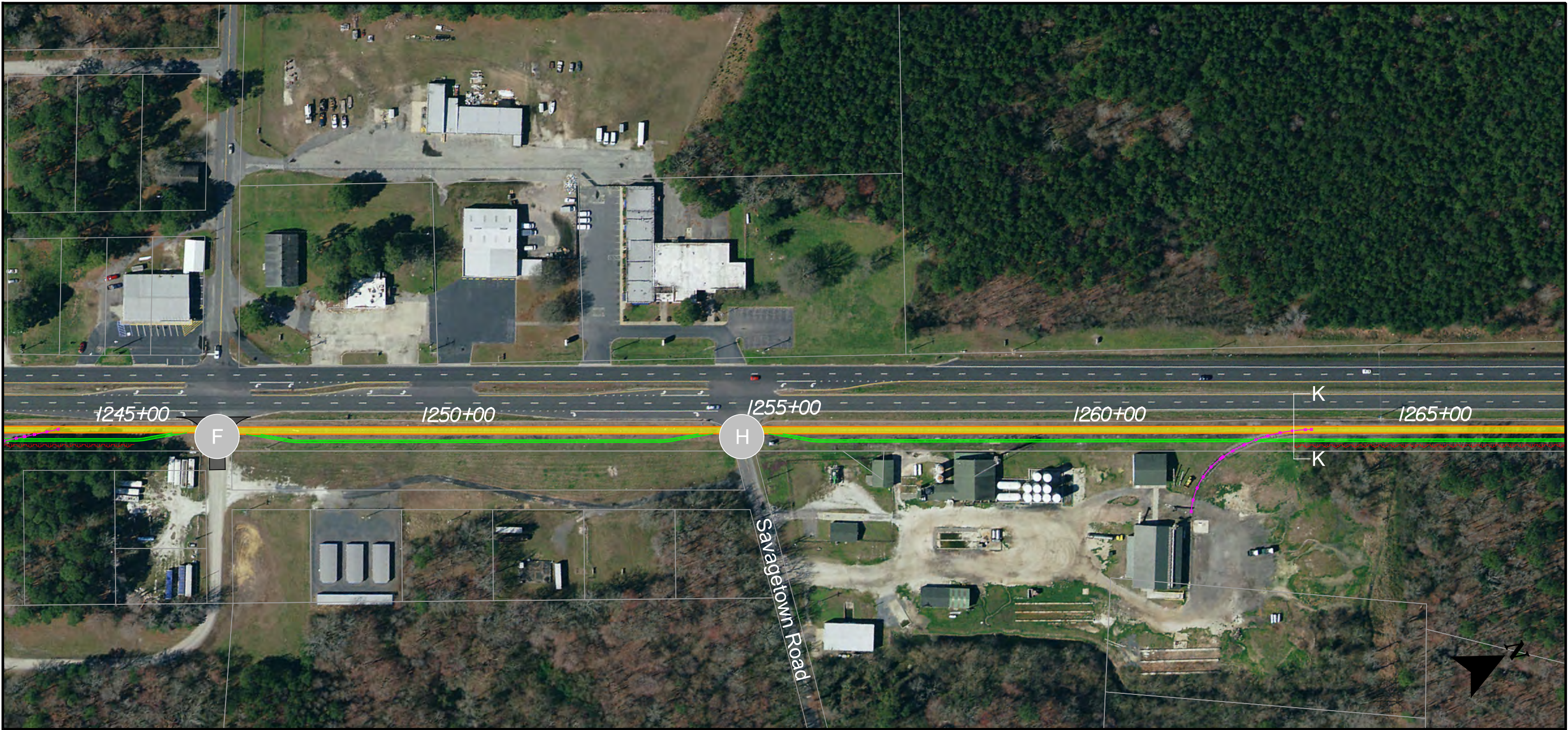
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-L- STA. 1243+00 SEE SHEET 13

-L- STA. 1267+00 SEE SHEET 15



**Eastern Shore Rail to Trail Study:
Nassawadox to ESCC
Alignment Layout**



Sheet 14 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

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-L- STA. 1267+00 SEE SHEET 14

-L- STA. 1291+00 SEE SHEET 16



**Eastern Shore Rail to Trail Study:
Nassawadox to ESCC
Alignment Layout**



Sheet 15 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
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- Cross Section Typical

0 75 150 300 feet

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-L- STA. 1291+00 SEE SHEET 15

-L- STA. 1315+00 SEE SHEET 17



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 16 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

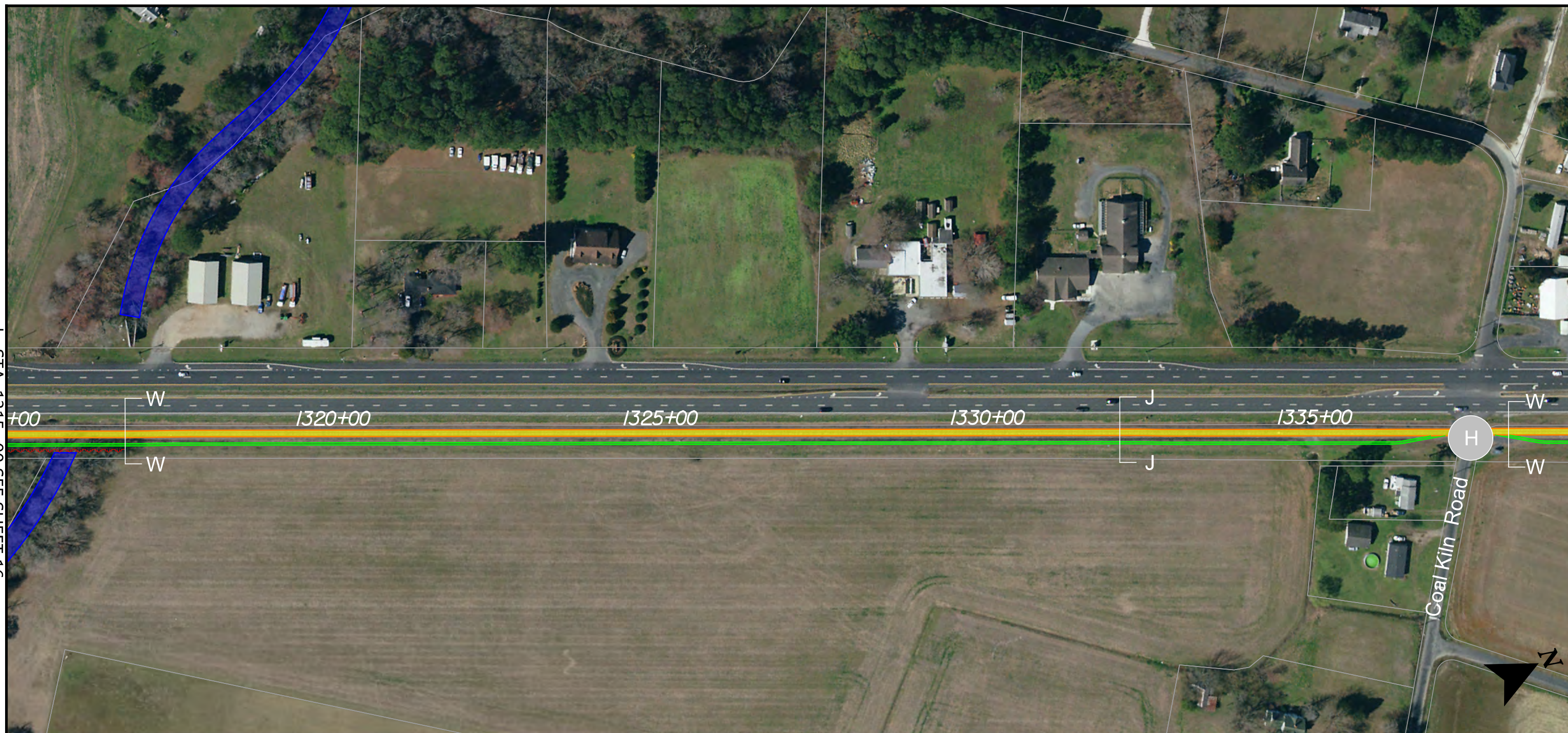
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-L- STA. 1315+00 SEE SHEET 16

-L- STA. 1339+00 SEE SHEET 18



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 17 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
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- Water Feature

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- Parcel Boundary
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-L- STA. 1339+00 SEE SHEET 17

-L- STA. 1363+00 SEE SHEET 19



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 18 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
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0 75 150 300 feet

NOTES

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-L- STA. 1363+00 SEE SHEET 18

-L- STA. 1387+00 SEE SHEET 20



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 19 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 1387+00 SEE SHEET 19

-L- STA. 1411+00 SEE SHEET 21



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 20 of 29
PROJECT NO. 46267-1-17-37



LEGEND



Shared Use Path



Wetlands



New Pavement



Alternative
Soft Surface Path



Water Feature



Tree Trimming/ Removal



Parcel Boundary



Fence Barrier



Existing Rail to be Removed



Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 1411+00 SEE SHEET 20

-L- STA. 1435+00 SEE SHEET 22



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



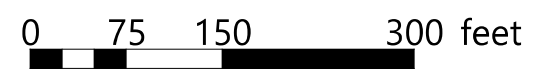
Sheet 21 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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-L- STA. 1435+00 SEE SHEET 21

-L- STA. 1459+00 SEE SHEET 23



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 22 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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-L- STA. 1459+00 SEE SHEET 22

-L- STA. 1483+00 SEE SHEET 24



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 23 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 1483+00 SEE SHEET 23

-L- STA. 1507+00 SEE SHEET 25



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



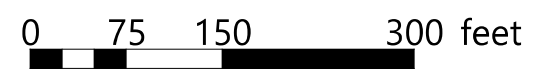
Sheet 24 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



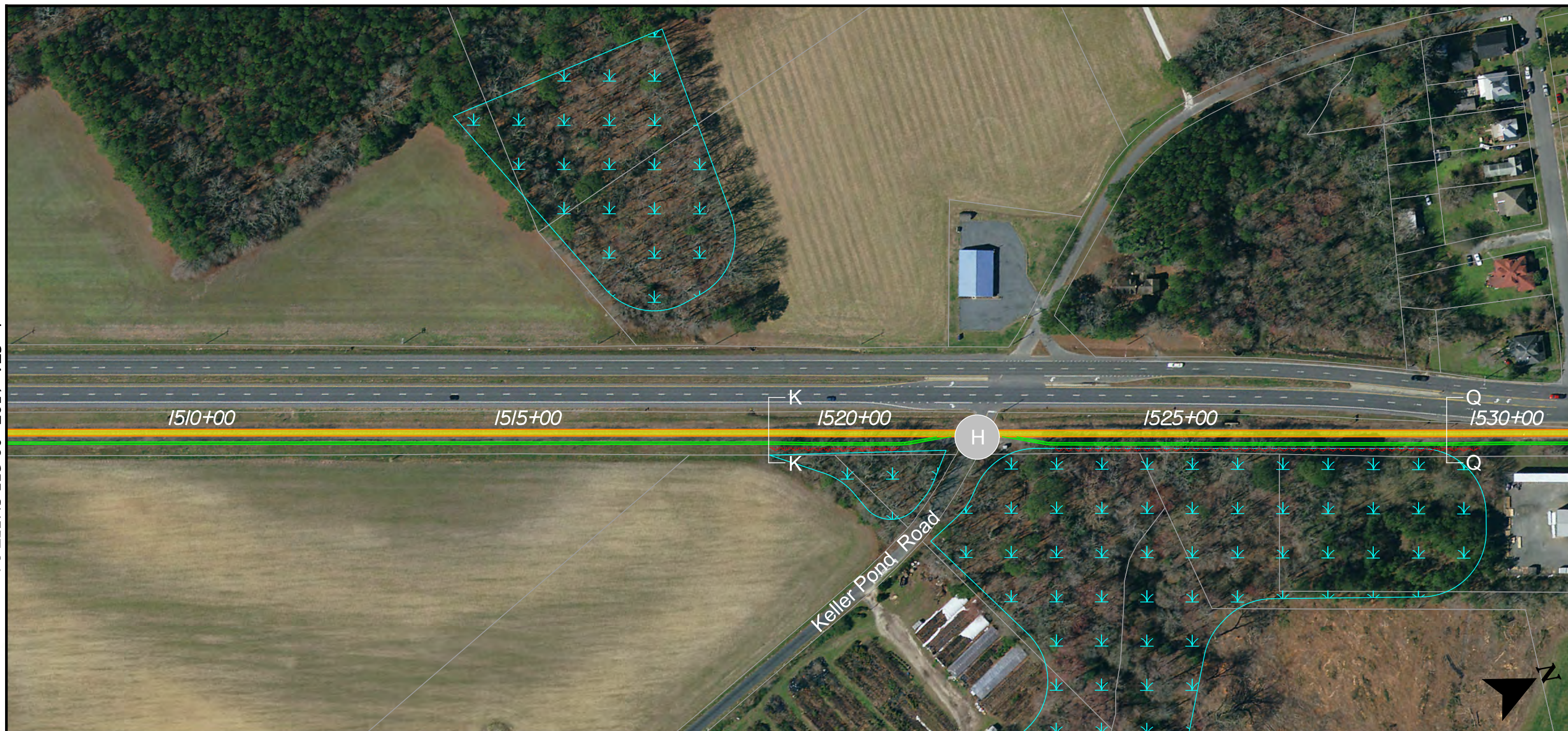
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-L- STA. 1507+00 SEE SHEET 24

-L- STA. 1531+00 SEE SHEET 26



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 25 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
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- Parcel Boundary
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-L- STA. 1531+00 SEE SHEET 25

-L- STA. 1555+00 SEE SHEET 27



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 26 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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- Existing Rail to be Removed
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0 75 150 300 feet

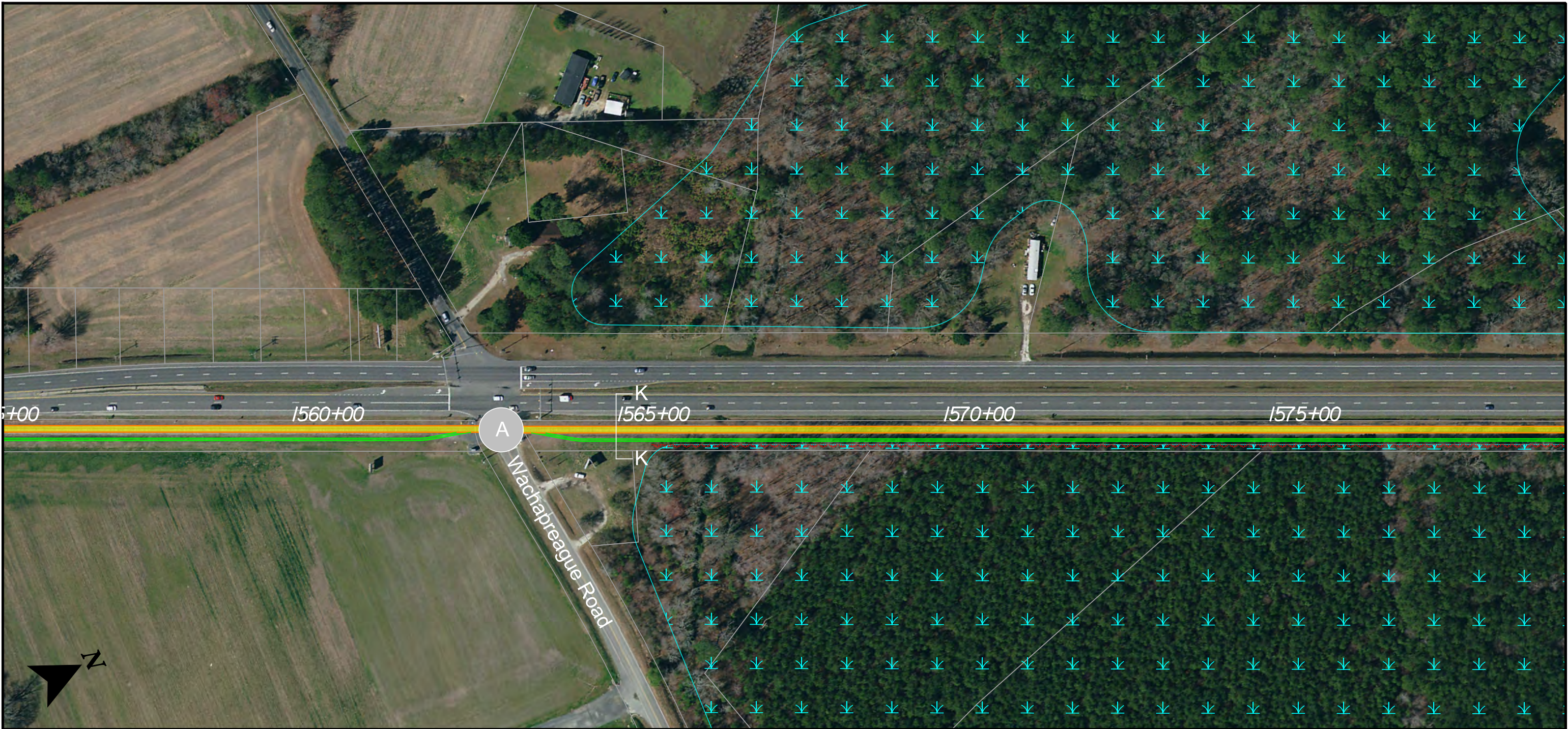
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-L- STA. 1555+00 SEE SHEET 26

-L- STA. 1579+00 SEE SHEET 28



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 27 of 29
PROJECT NO. 46267-1-17-37



LEGEND

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-L- STA. 1579+00 SEE SHEET 27

-L- STA. 1603+00 SEE SHEET 29



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 28 of 29
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
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- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
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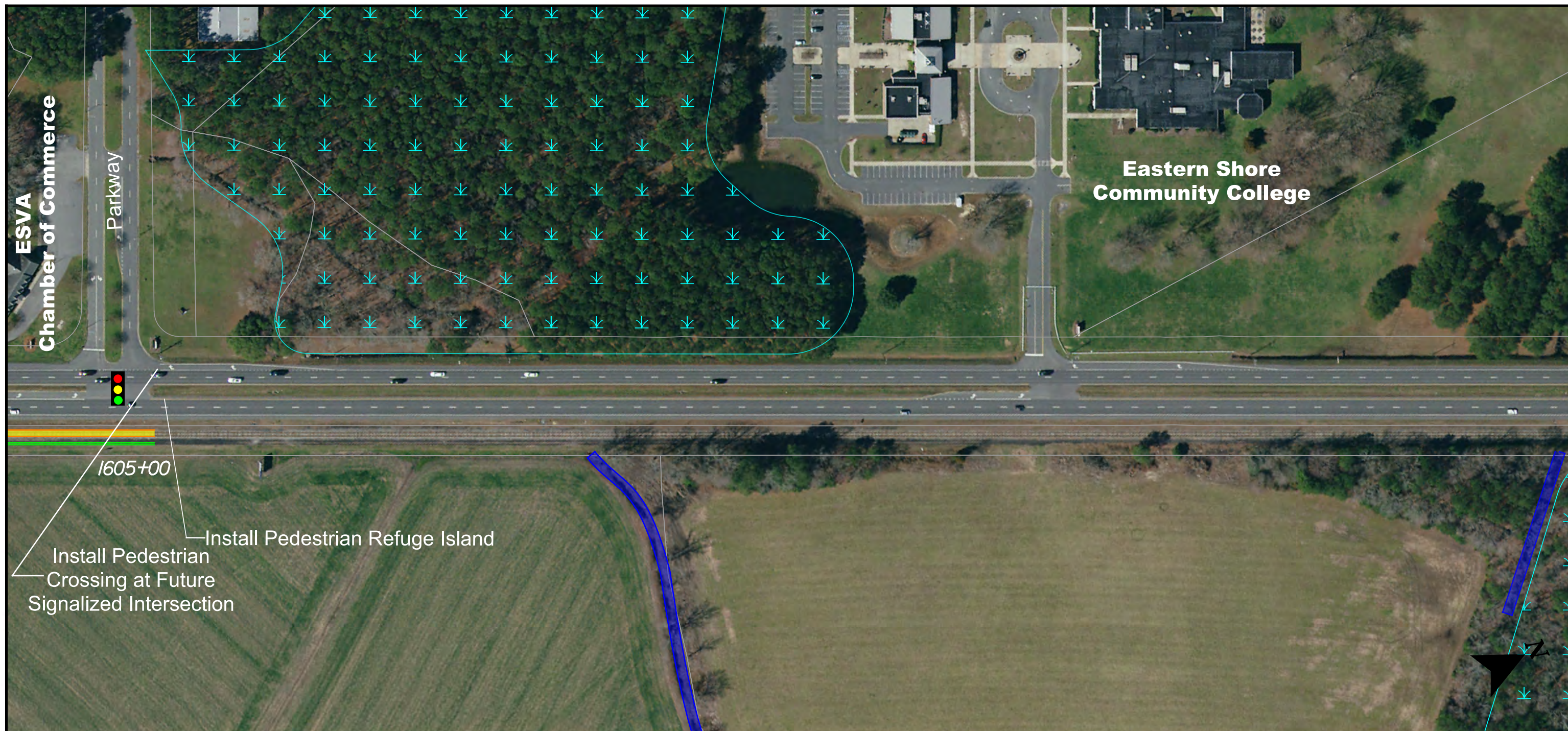
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-L- STA. 1603+00 SEE SHEET 28



Eastern Shore Rail to Trail Study: Nassawadox to ESCC Alignment Layout



Sheet 29 of 29
PROJECT NO. 46267-1-17-37



LEGEND

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Segment 3 – Eastern Shore Community College to Onley

Route Summary

This segment runs approximately 4.7 miles from the Eastern Shore Community College to downtown Onley and connects through Melfa. South of Onley this segment runs parallel and adjacent to Route 13. North of Onley, the shared use path is separated from Route 13.

Segment Opportunities

This 4-mile segment includes numerous destinations such as Melfa Town park, Nandua High School, Eastern Shore of Virginia YMCA, the Onley Farmers Market, and multiple restaurants and retail stores within the Town of Onley. This segment connects to the designated walking path in Melfa. The Town of Onley presents an opportunity for a trailhead location within the rail right of way south of Main Street.

Segment Constraints

The northbound approach at Phillips Drive has been previously identified as a potential location for installation of a right-turn lane. The final design must coordinate with VDOT to not impede the inclusion of a future right-turn lane at this location.



Fast Facts

4.7 Miles

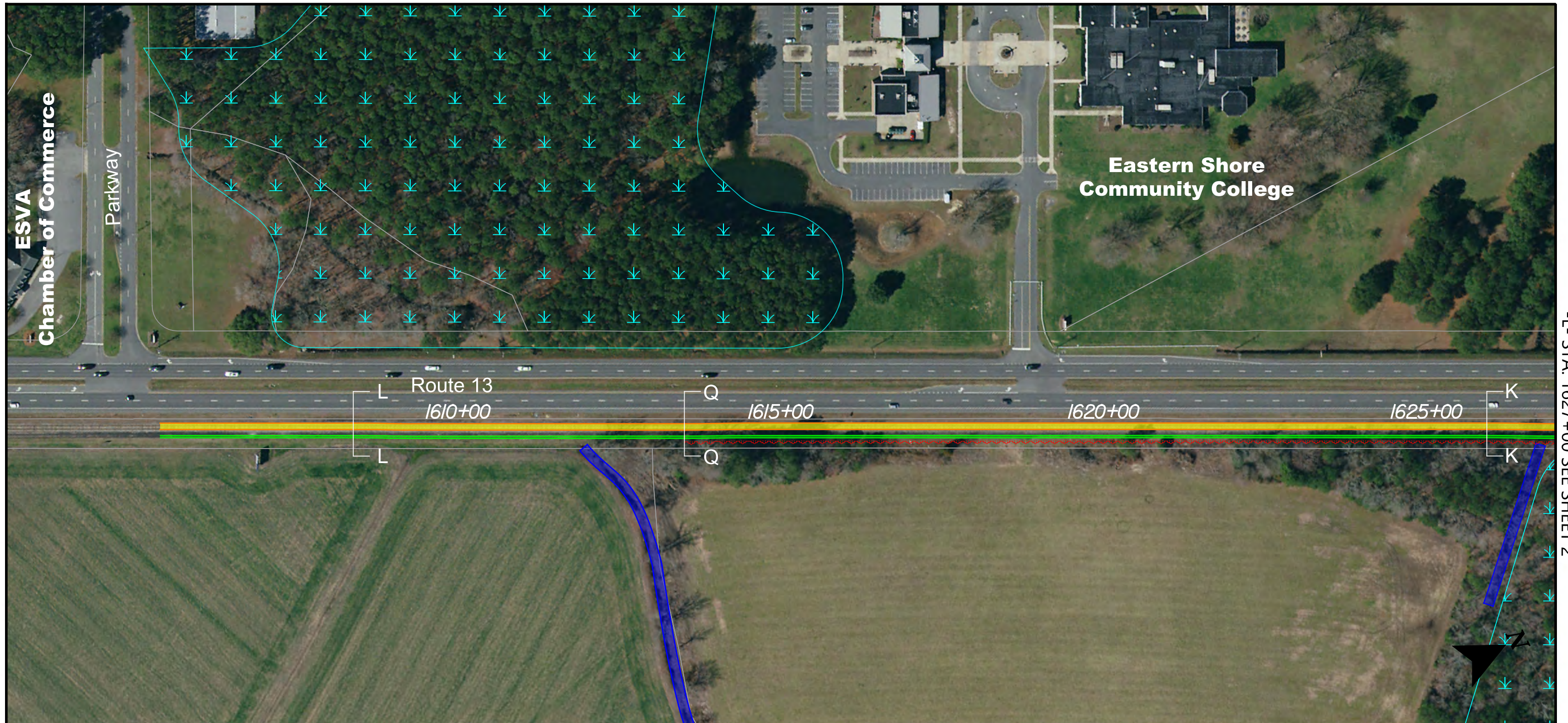
1 Trailhead

\$2.5 Million
+\$800k for Alternative
Soft Surface Path
+\$1.5M for Rail Removal

Closer Look

The Town of Onley provides opportunity for off-rail connections to provide ped/bike connectivity to various retail centers along Route 13. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Coastal Boulevard and Main Street / Market Street. Continuing accommodations along Market Street to the west of Route 13 could provide a multimodal connection to Onancock.





-L- STA. 1627+00 SEE SHEET 2

Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 1 of 11
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- B Cross Section Typical

0 75 150 300 feet

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-L- STA. 1627+00 SEE SHEET 1

-L- STA. 1651+00 SEE SHEET 3



**Eastern Shore Rail to Trail Study:
ESCC to Town of Onley
Alignment Layout**



Sheet 2 of 11
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

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- Parcel Boundary
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-L- STA. 1651+00 SEE SHEET 2

-L- STA. 1675+00 SEE SHEET 4



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 3 of 11
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 1675+00 SEE SHEET 3

-L- STA. 1699+00 SEE SHEET 5



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 4 of 11
PROJECT NO. 46267-1-17-37



LEGEND

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-L- STA. 1699+00 SEE SHEET 4

-L- STA. 1723+00 SEE SHEET 6



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 5 of 11
PROJECT NO. 46267-1-17-37



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-L- STA. 1723+00 SEE SHEET 5

-L- STA. 1747+00 SEE SHEET 7



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 6 of 11
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-L- STA. 1747+00 SEE SHEET 6

-L- STA. 1771+00 SEE SHEET 8



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 7 of 11
PROJECT NO. 46267-1-17-37



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-L- STA. 1771+00 SEE SHEET 7

-L- STA. 1795+00 SEE SHEET 9



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 8 of 11
PROJECT NO. 46267-1-17-37



LEGEND

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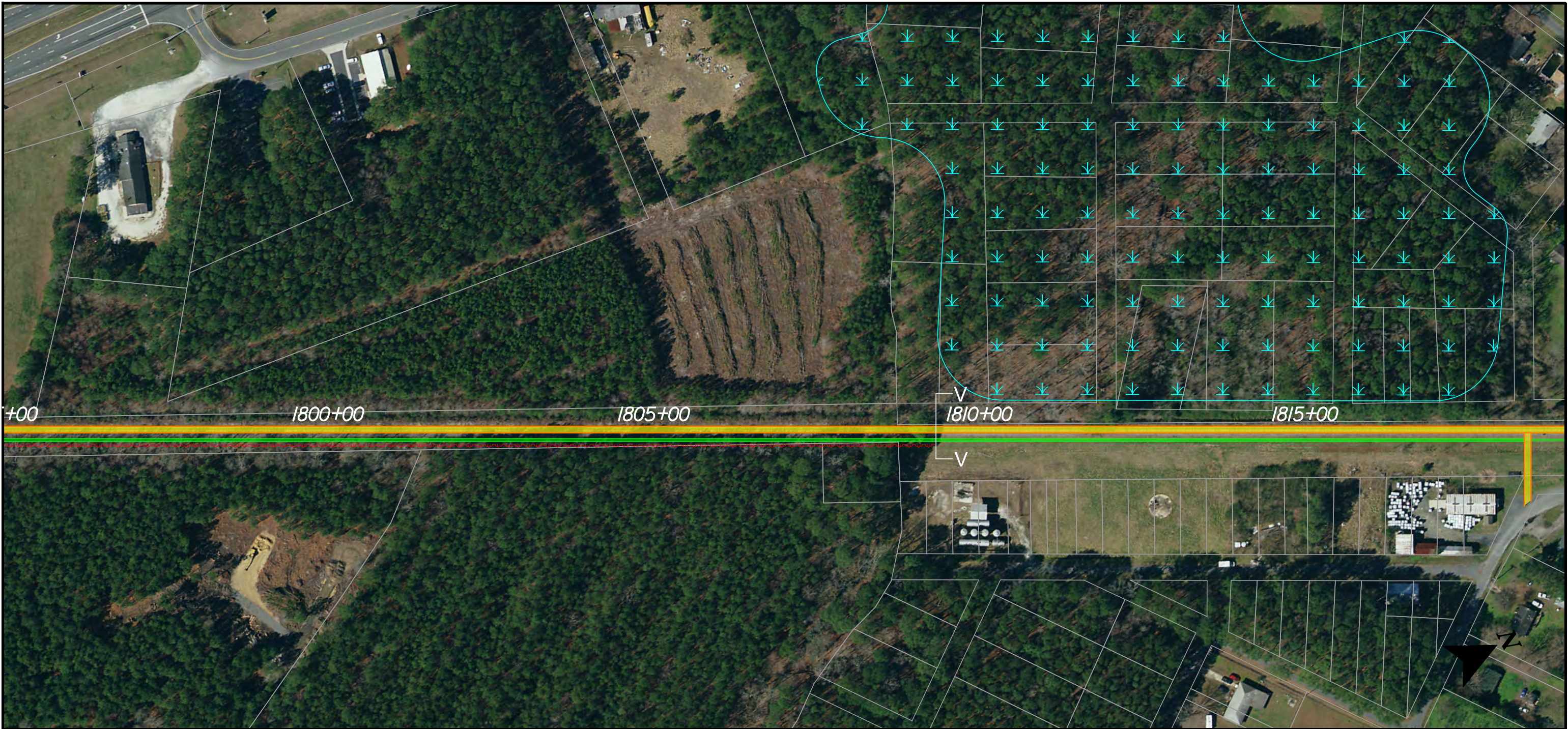
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-L- STA. 1795+00 SEE SHEET 8

-L- STA. 1819+00 SEE SHEET 10



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 9 of 11
PROJECT NO. 46267-1-17-37



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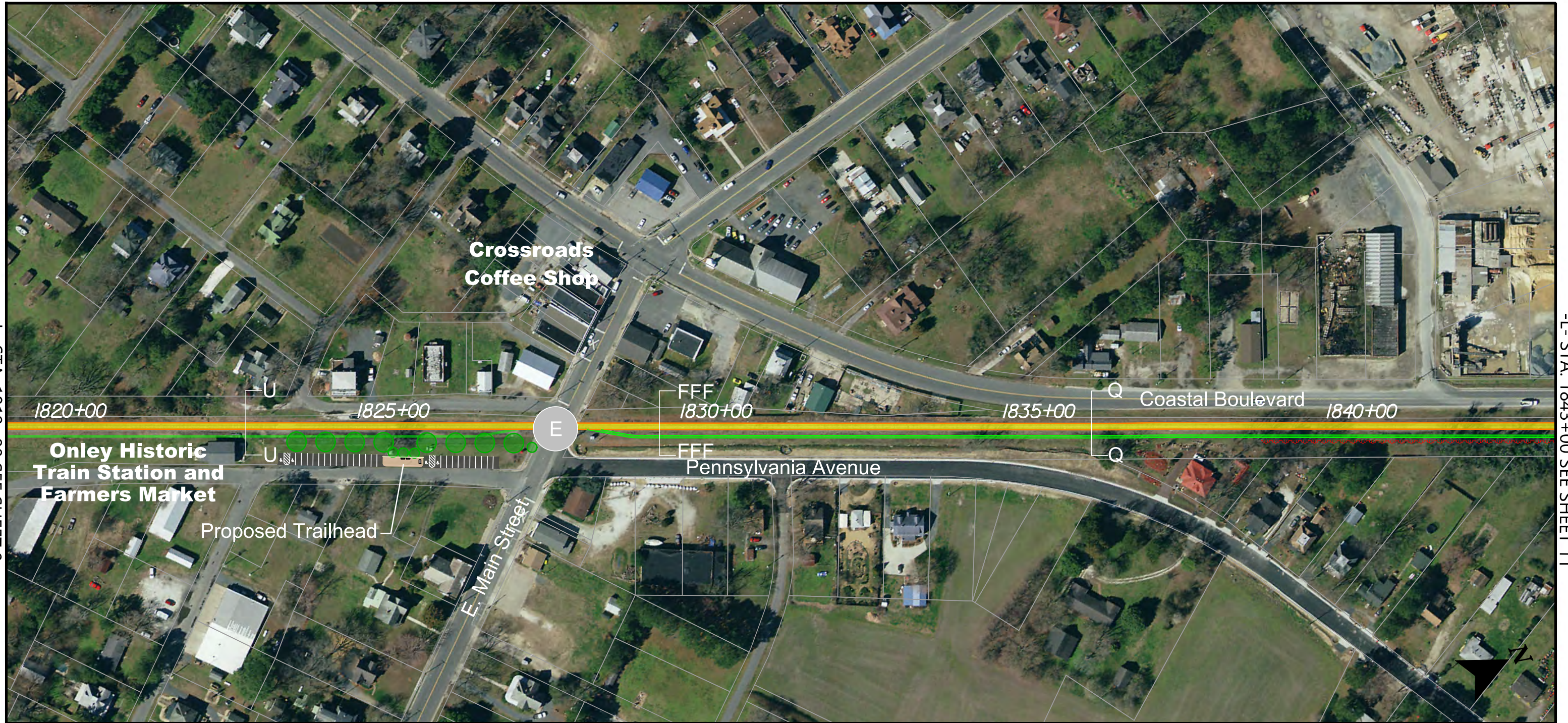
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-L- STA. 1819+00 SEE SHEET 9

-L- STA. 1843+00 SEE SHEET 11



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 10 of 11
PROJECT NO. 46267-1-17-37



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-L- STA. 1843+00 SEE SHEET 10

-L- STA. 1867+00 SEE SHEET 80



Eastern Shore Rail to Trail Study: ESCC to Town of Onley Alignment Layout



Sheet 11 of 11
PROJECT NO. 46267-1-17-37



LEGEND

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Segment 4 – Onley to Taylor Street south of Hallwood

Route Summary

This segment runs approximately 14 miles from the Town of Onley to approximately 0.6 miles south of the Town of Hallwood and includes the Towns of Parksley and Bloxom. The shared use path deviates from Route 13 north of Onley but follows the path of Route 316 Route 779.

Segment Opportunities

Parksley provides opportunity to serve as the primary trailhead for this location. Much of the infrastructure of a trailhead already exists in Parksley's downtown area, and more infrastructure is envisioned in Parksley's Downtown Revitalization Plan. Connection opportunities along this segment include a regional library and heritage center currently under construction in Parksley. Additional off-rail improvements may provide connection to downtown Accomac to the east.

Segment Constraints

This segment stops just shy of Hallwood and terminates at a dead-end point approximately 0.6 miles south of Hallwood. The railroad corridor still serves as an active rail line north of the termination point and through Hallwood and does not allow the rail to trail conversion to continue into Hallwood. Connection to Hallwood would provide a more logical termini for the shared use path but requires construction adjacent to the active rail line for approximately 0.6 miles. Rails with trails are not uncommon throughout the United States but present a different set of constraints than the rail to trail conversion process.

Parts of this segment, primarily in the northern section, have a large grade difference between the existing railbed and the adjacent roadway. The steep slope caused by this grade difference may require a physical barrier or fences in some locations to protect the shared use path users. Careful consideration must be given to the final design in such areas.

Fast Facts



13.5 Miles



2 Trailheads



\$7.4 Million

+\$1.2M for Alternative
Soft Surface Path

+\$4.5M for Rail Removal

Closer Look

The downtown area of Parksley is one of the main destinations along this corridor and the opportunities and desires outlined in Parksley's Downtown Revitalization Plan (2019) align with the benefits that the shared use path can provide this area. Although the rail to trail initiative for the former Bay Coast Railroad had not been established at the time of the revitalization plan, the plan identifies the railroad area and adjacent parcels as an important asset to the revitalization plan. Specifically, the parking area adjacent to the railroad corridor is envisioned as a revamped town square with a new entertainment area and upgraded utility posts to allow for food truck rodeos and other events. Designed alleyways lead from this area to the Eastern Shore Regional Library and Heritage center that is currently under construction. The revitalization plan also includes new sidewalk improvements within the railroad corridor as well as along Bennett Street. The proposed shared use path would serve the purpose of the planned sidewalks in the rail corridor and connect to the revitalized Parksley Town Square. The plan also calls for bike lanes to be added on Bennett street to promote a multimodal lifestyle. The shared use path allows bicyclists from outside of Parksley to connect to these new bike lanes and the downtown area of Parksley.



-L- STA. 1867+00 SEE SHEET 2

Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout

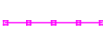


Sheet 1 of 31
PROJECT NO. 46267-1-17-37



LEGEND

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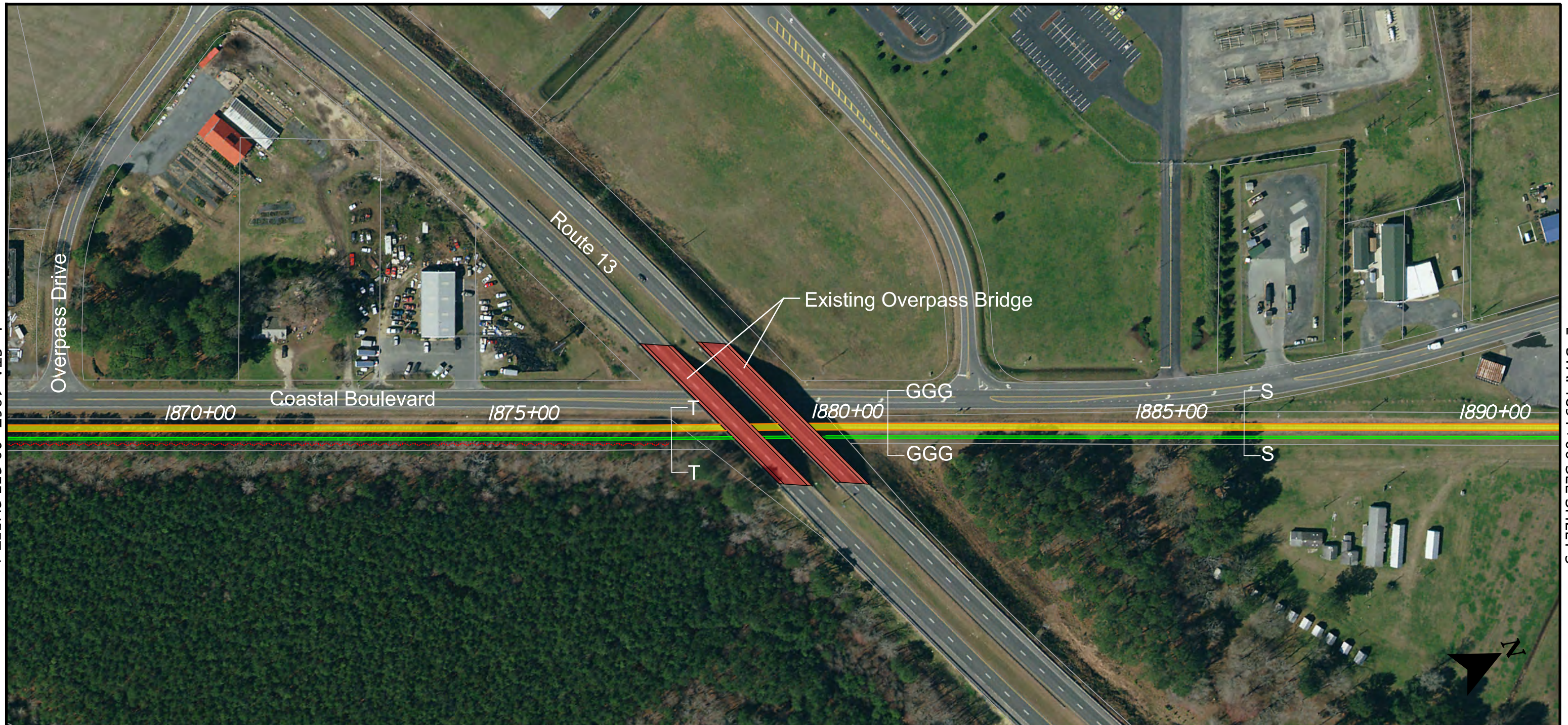
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-L- STA. 1867+00 SEE SHEET 1

-L- STA. 1891+00 SEE SHEET 3



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 2 of 31
PROJECT NO. 46267-1-17-37



LEGEND

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-L- STA. 1891+00 SEE SHEET 2

-L- STA. 1915+00 SEE SHEET 4



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 3 of 31
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-L- STA. 1915+00 SEE SHEET 3

-L- STA. 1939+00 SEE SHEET 5



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 4 of 31
PROJECT NO. 46267-1-17-37



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-L- STA. 1939+00 SEE SHEET 4

-L- STA. 1963+00 SEE SHEET 6



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 5 of 31
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-L- STA. 1963+00 SEE SHEET 5

-L- STA. 1987+00 SEE SHEET 7



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



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-L- STA. 1987+00 SEE SHEET 6

-L- STA. 2011+00 SEE SHEET 8



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 7 of 31
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-L- STA. 2011+00 SEE SHEET 7

-L- STA. 2035+00 SEE SHEET 9



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 8 of 31
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-L- STA. 2035+00 SEE SHEET 8

-L- STA. 2059+00 SEE SHEET 10



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 9 of 31
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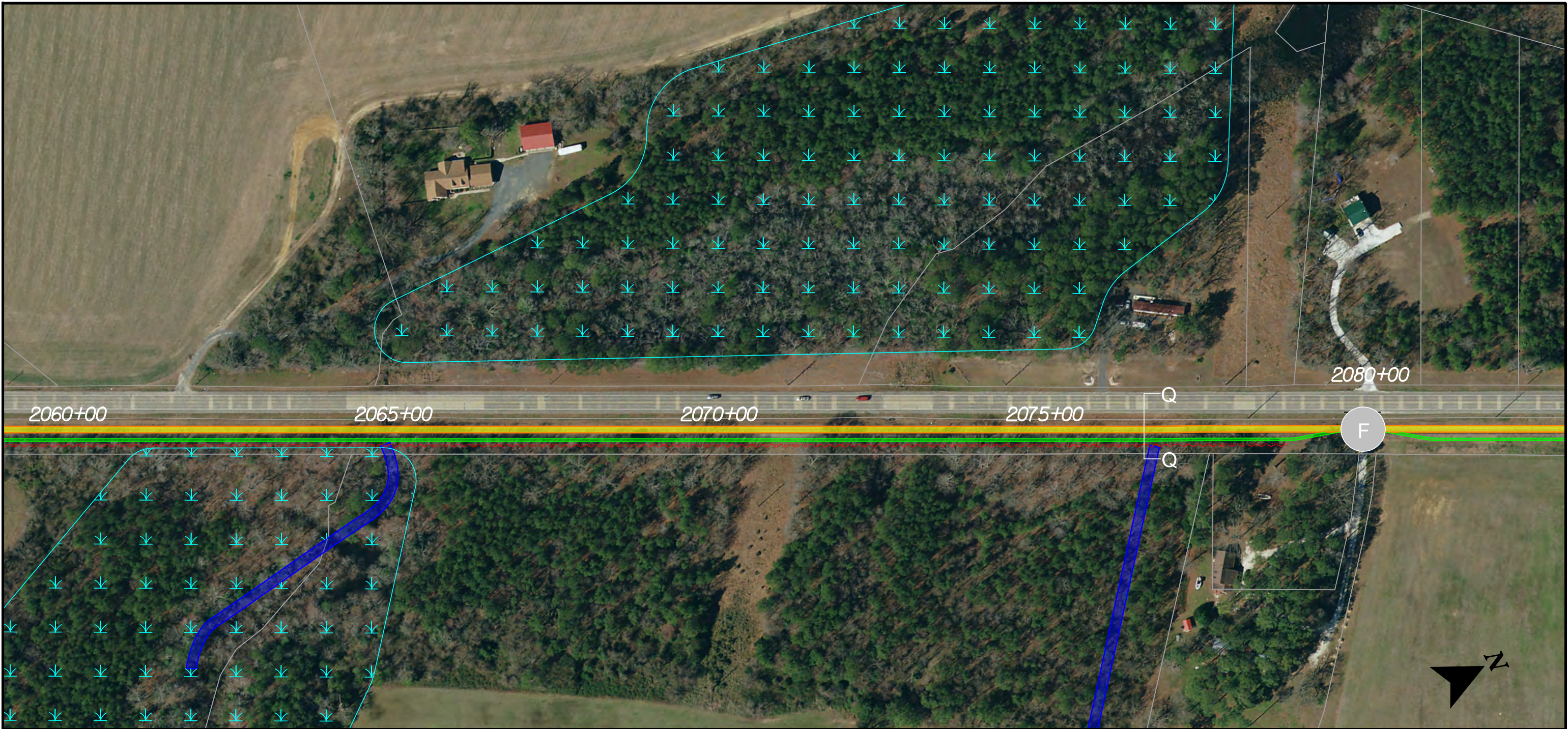
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-L- STA. 2059+00 SEE SHEET 9

-L- STA. 2083+00 SEE SHEET 11



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 10 of 31
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-L- STA. 2083+00 SEE SHEET 10

-L- STA. 2107+00 SEE SHEET 12



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-L- STA. 2107+00 SEE SHEET 11

-L- STA. 2131+00 SEE SHEET 13



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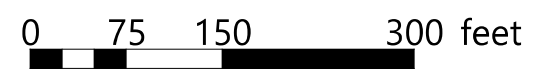
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NOTES

- Trailhead typical design includes amenities such as an information station, benches, and bicycle racks.
- ROW based on Northampton County and Accomack County GIS parcel information.
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-L- STA. 2131+00 SEE SHEET 12

-L- STA. 2155+00 SEE SHEET 14



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 13 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 2155+00 SEE SHEET 13

-L- STA. 2179+00 SEE SHEET 15



**Eastern Shore Rail to Trail Study:
Town of Onley to Taylor Street
Alignment Layout**



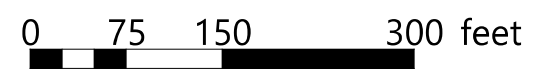
Sheet 14 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
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- Existing Rail to be Removed
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-L- STA. 2179+00 SEE SHEET 14

-L- STA. 2203+00 SEE SHEET 16



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 15 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

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-L- STA. 2203+00 SEE SHEET 15

-L- STA. 2227+00 SEE SHEET 17



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 16 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

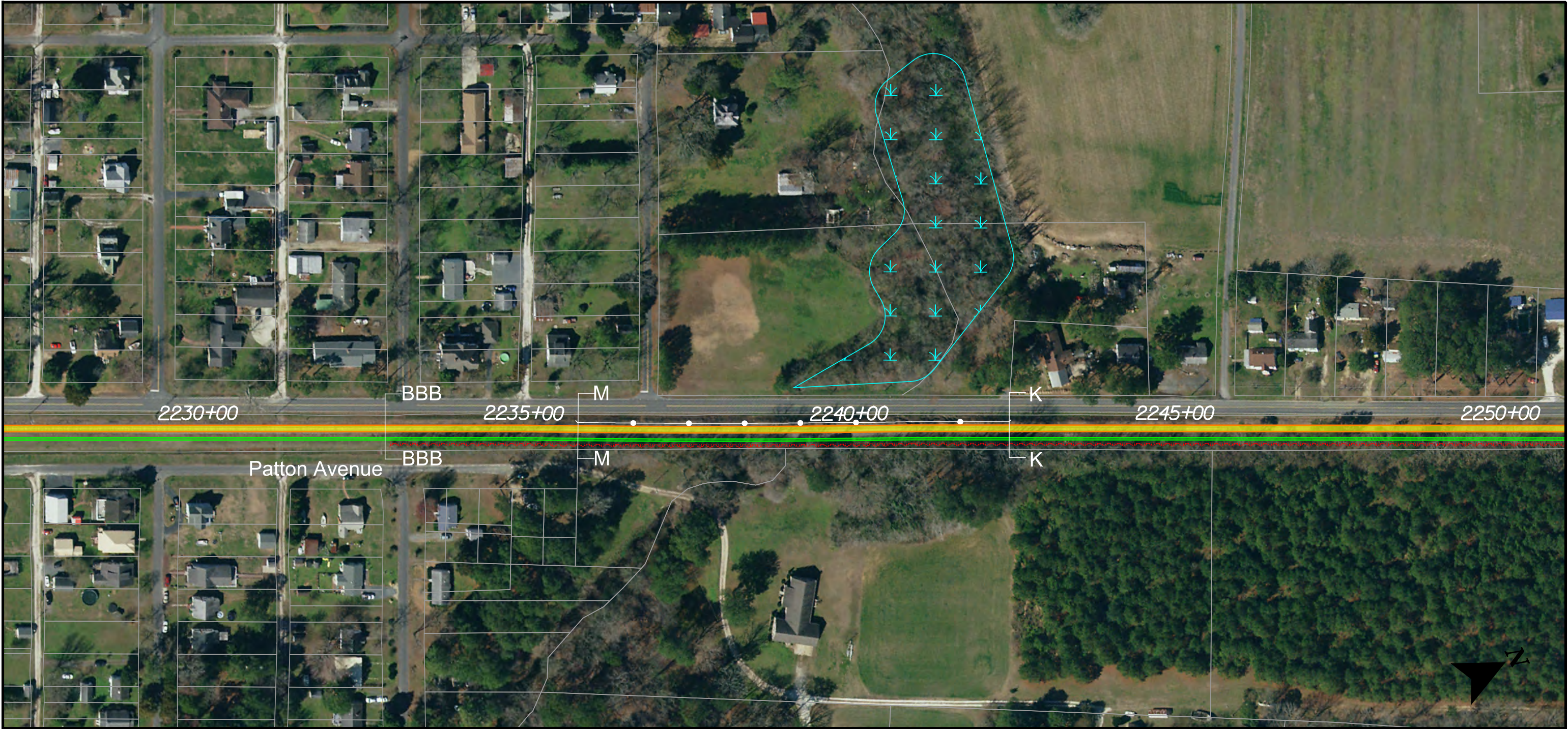
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-L- STA. 2227+00 SEE SHEET 16

-L- STA. 2251+00 SEE SHEET 18



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 17 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

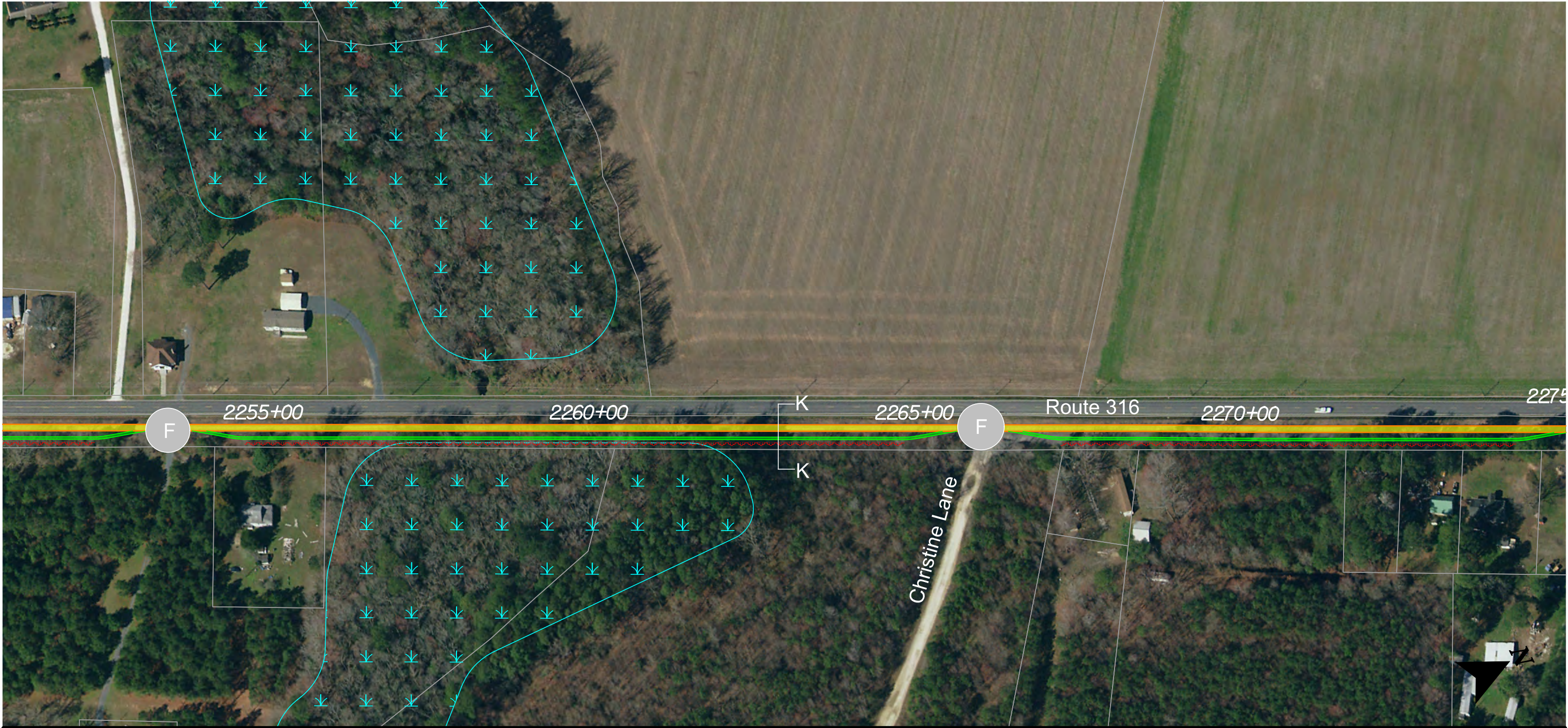
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-L- STA. 2251+00 SEE SHEET 17

-L- STA. 2275+00 SEE SHEET 19



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 18 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



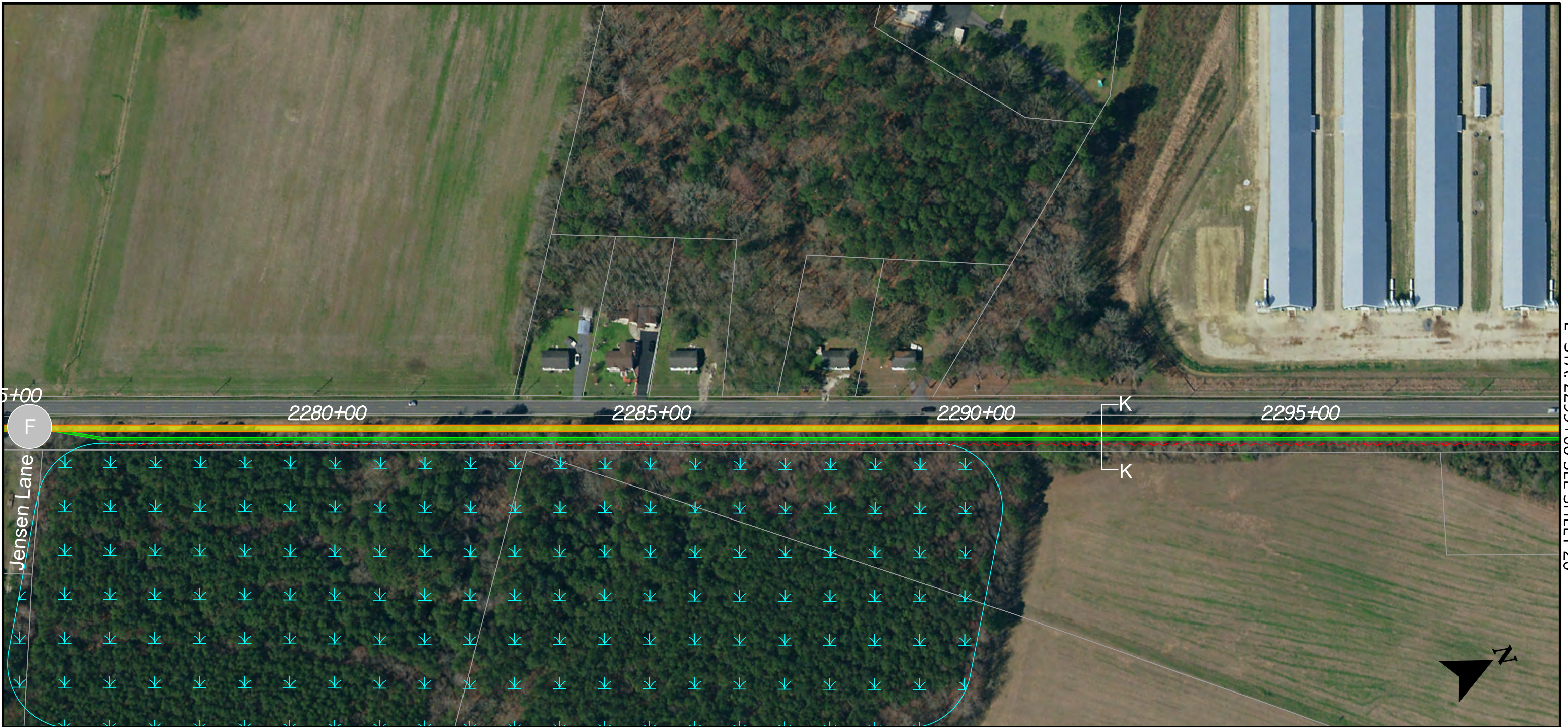
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-L- STA. 2275+00 SEE SHEET 18

-L- STA. 2299+00 SEE SHEET 20



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 19 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

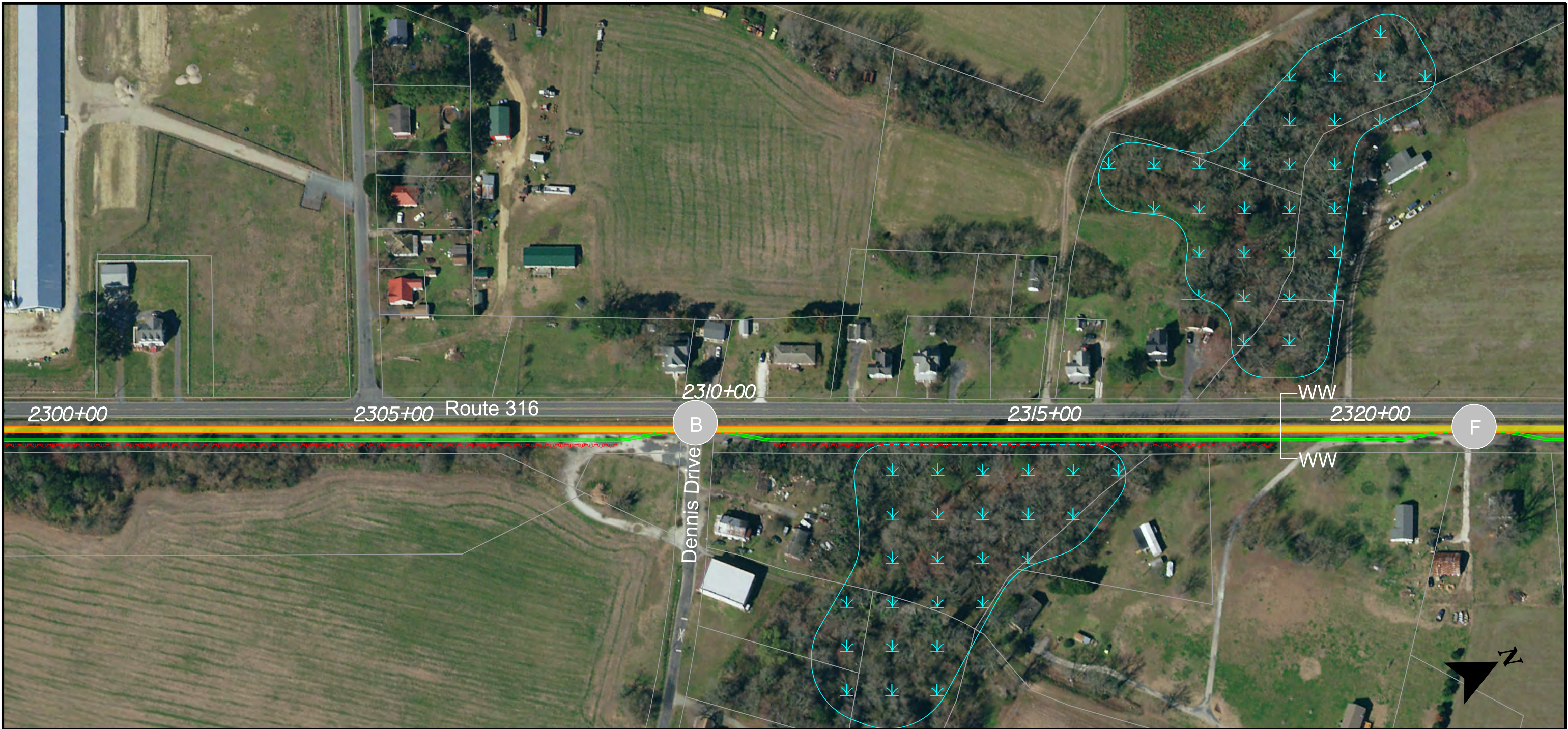
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-L- STA. 2299+00 SEE SHEET 19

-L- STA. 2323+00 SEE SHEET 21



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 20 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 2323+00 SEE SHEET 20

-L- STA. 2347+00 SEE SHEET 22



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 21 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 2347+00 SEE SHEET 21

-L- STA. 2371+00 SEE SHEET 23



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 22 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical



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-L- STA. 2371+00 SEE SHEET 22

-L- STA. 2395+00 SEE SHEET 24



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 23 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

NOTES

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-L- STA. 2395+00 SEE SHEET 23



-L- STA. 2419+00 SEE SHEET 25

Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout

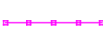


Sheet 24 of 31
PROJECT NO. 46267-1-17-37



LEGEND

-  Shared Use Path
-  Wetlands
-  New Pavement
-  Alternative Soft Surface Path
-  Water Feature

-  Tree Trimming/ Removal
-  Parcel Boundary
-  Fence Barrier
-  Existing Rail to be Removed
-  Cross Section Typical

0 75 150 300 feet

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-L- STA. 2419+00 SEE SHEET 24

-L- STA. 2443+00 SEE SHEET 26



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 25 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
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0 75 150 300 feet

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-L- STA. 2443+00 SEE SHEET 25

-L- STA. 2467+00 SEE SHEET 27



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 26 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

- Tree Trimming/ Removal
- Parcel Boundary
- Fence Barrier
- Existing Rail to be Removed
- Cross Section Typical

0 75 150 300 feet

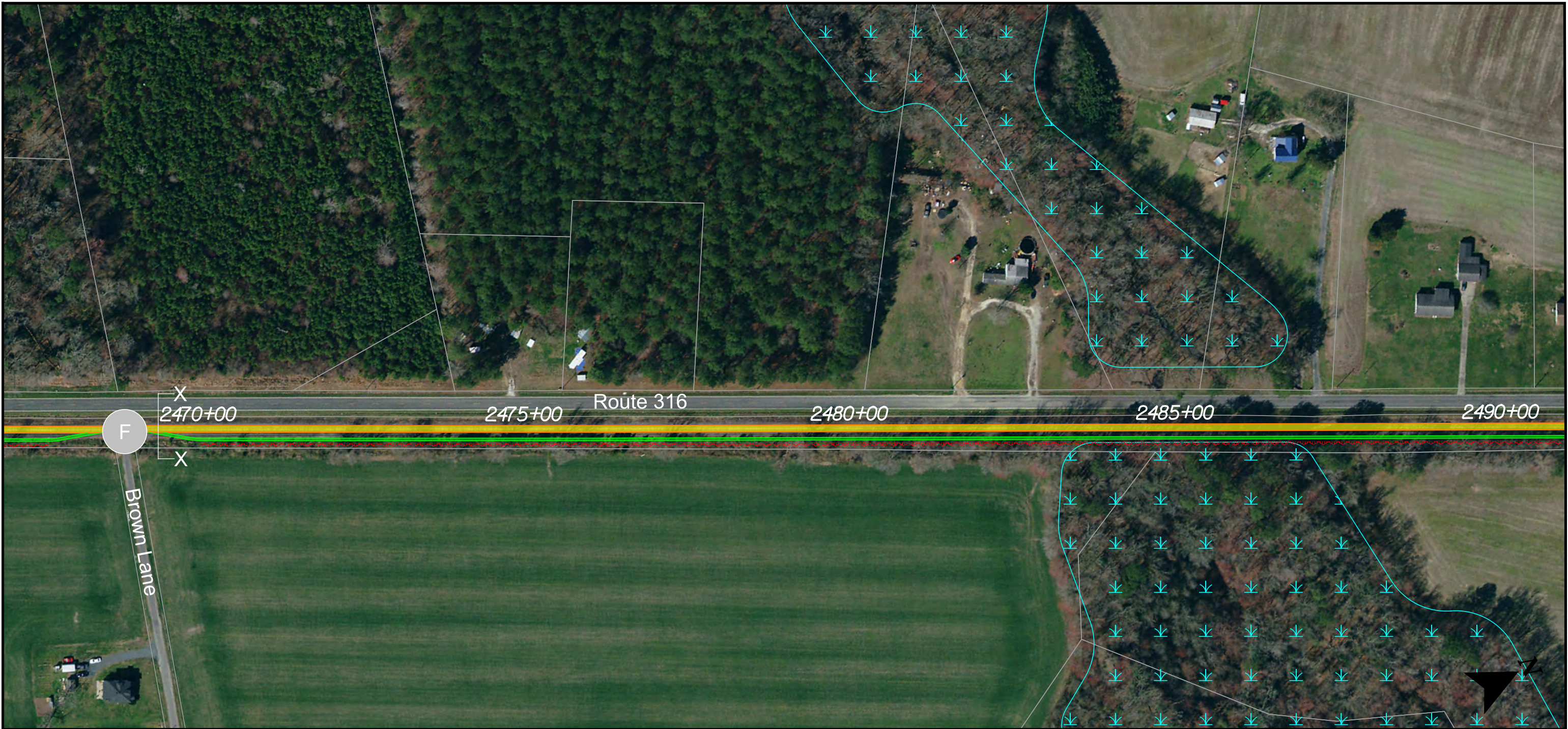
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-L- STA. 2467+00 SEE SHEET 26

-L- STA. 2491+00 SEE SHEET 28



**Eastern Shore Rail to Trail Study:
Town of Onley to Taylor Street
Alignment Layout**



Sheet 27 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

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-L- STA. 2491+00 SEE SHEET 27

-L- STA. 2515+00 SEE SHEET 29



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 28 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
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-L- STA. 2515+00 SEE SHEET 28

-L- STA. 2539+00 SEE SHEET 30



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 29 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
- New Pavement
- Alternative Soft Surface Path
- Water Feature

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-L- STA. 2539+00 SEE SHEET 29

-L- STA. 2563+00 SEE SHEET 31



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 30 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
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- Water Feature

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-L- STA. 2563+00 SEE SHEET 30



Eastern Shore Rail to Trail Study: Town of Onley to Taylor Street Alignment Layout



Sheet 31 of 31
PROJECT NO. 46267-1-17-37



LEGEND

- Shared Use Path
- Wetlands
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- Alternative Soft Surface Path
- Water Feature

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Appendix H

Draft Rail with Trail Agreement

TRAIL LEASE AGREEMENT

THIS AGREEMENT, made this __ of ____, 202__, by and between the **CANONIE ATLANTIC CORPORATION**, a Virginia [non-profit] corporation, having its principal office address at _____ (hereinafter known as "CANONIE"), party of the first part, the **DELMARVA CENTRAL RAILROAD COMPANY**, a Delaware corporation, having its principal office address at Building 1, Suite 100, 519 Cedar Way, Oakmont, PA 15139 (hereinafter known as "DCR"), party of the second part, and the _____, a [501C-3 Non-Profit] corporation incorporated in the State of _____ and authorized to do business in the State of _____, having as its principal office address, _____ [Bike Trail Operator] _____ (herein known as "BTO"), party of the third part.

RECITALS

WHEREAS, CANONIE is the owner of a certain rail line identified as the Delmarva Industrial Track between Railroad Mile Post 45.05 being the south side of Main Street in Hallwood, Virginia and Mile Post 45.7 being Taylor Street in Hallwood Virginia (the "Rail Line"), as illustrated in Appendix A, and CANONIE leases this rail line and associated right-of-way to DCR, pursuant to an Operating Agreement dated June 5, 2018; and

WHEREAS, DCR, as the operator of the rail line, operates trains and performs related railroad operations and track maintenance activities; and

WHEREAS, BTO desires to construct a trail which would be open to the public free of charge for recreational purposes (the "Trail") immediately adjacent to the rail line; and

WHEREAS, CANONIE and DCR are agreeable allowing BTO to construct the Trail; and

WHEREAS, BTO is requesting a Trail lease to allow the BTO to go upon the right-of-way of the rail line, adjacent to the track located on the rail line for purposes of construction, periodic inspection, maintenance, repair, upgrades and improvements; and

WHEREAS, CANONIE and DCR are willing to grant the Trail Lease under the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the sum of One and No/100th Dollars (\$1.00) paid to CANONIE by BTO, and the other covenants and agreement herein contained on the part of BTO to be paid, kept and performed, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

SECTION 1. GRANT OF LEASE

1.1 BTO Lease: Subject to the terms and conditions of this Agreement and for the term hereof, CANONIE hereby grants to BTO a non-perpetual, non-exclusive Lease to allow the BTO to use the Right-of-Way immediately adjacent to the [western] property line of the rail line. The parties agree that under no circumstances shall a Trail be constructed north of Main Street in Hallwood Virginia. In addition, this Trail Lease authorizes BTO to go upon the Leased Premises for the purpose of constructing, maintaining, inspecting, repairing, improving or removing the Trail. The Trail Lease shall commence as of the date of this Agreement and shall remain in effect for 25 years, unless earlier terminated pursuant to the terms of this Agreement.

SECTION 2. FEE

2.1 BTO shall pay annually to CANONIE, payable on the first business day of each calendar year, a fee in the amount of One and No/100th Dollars (\$1.00).

2.2 BTO shall not, at any time, charge an admission price or fee in return for invitation or permission to enter or go upon the Trail.

SECTION 3. USE

3.1 The Trail Lease is solely for the purpose of allowing the Trail for pedestrian and non-motorized vehicle travel on the Trail, and for the purpose of constructing, inspecting, maintaining, repairing, improving and upgrading the Trail. Except as hereinafter provided for, snowmobiles, atv's and other motorized uses or horseback riding are specifically prohibited on the Trail.

3.2 Signs placed by BTO shall be limited to warning, interpretative and directional signs relating to non-motorized public recreational uses. Sign content and sign placement location shall be subject to advance written approval of CANONIE and DCR. BTO shall post and maintain such signs and posters on the Trail as are necessary and suitable to delineate and locate the Trail, to prohibit the use of CANONIE and DCR's adjacent track and property, and to expressly inform the general public that the BTO Lease Premises is for "no horseback riding and non-motorized use only." In no event shall BTO permit the placement of any commercial signage upon the Trail Lease Premises. The Trail Lease Premises shall be used for no other purpose without CANONIE and DCR's prior written consent.

3.3 Only BTO or BTO contractor's, subcontractor's or agents motor vehicles and equipment shall be allowed to be operated on the Trail but only when permission to be on the Trail has been obtained per the terms of this Agreement and then only when necessary to accomplish a specific maintenance or repair project, when pedestrian access is not sufficient.

3.4 At no time shall BTO, its contractors or agents interfere with the operation of railroad trains and equipment upon the rail line adjacent to the Trail. BTO shall assure that BTO, its contractors, subcontractors, and agents, maintain proper clearances on the railroad line and take all actions necessary to assure that railroad operations will not be in any way interfered with, impeded or delayed.

3.5 BTO shall not use this Trail for any purpose which is forbidden by any applicable law, regulation or rule of any governmental agency, including local, state or federal, or which may invalidate any policy of insurance issued to BTO, CANONIE or DCR.

3.6 BTO, its agents, servants, employees, directors, officers, contractors, subcontractors, and suppliers, shall not permit any hazardous materials to be deposited on the Right-of-Way or other lands of CANONIE or DCR through its/their operations or actions. If hazardous material is so deposited as a result of BTO's (or its agent's, servant's, employee's, director's, officer's, contractor's, subcontractor's and supplier's) action or omission or due to the transportation of hazardous materials, BTO, its successors and any permitted assigns, shall indemnify, save harmless and defend CANONIE and DCR, its agents, servants, employees, directors, officers, contractors, subcontractors and suppliers, from and against any claims made against CANONIE or DCR, its agents, servants, employees, directors, officers, contractors, subcontractors and suppliers, arising there from. For the purposes of this Agreement, "Hazardous Material" shall mean any substance (i) defined as "hazardous substance" under Section 1.01(14) of CERCLA, 42 U.S.C. 9601(14) or any successor regulation; (ii) containing petroleum, including any fraction thereof; or (iii) determined to be deleterious to human health or the environment by any federal, state or local environmental, occupational health, or public health agency or authority. BTO expressly agrees to be

responsible for any such contamination of the lands, property or Right-of-Ways of CANONIE and DCR or any adjacent premises as a result of BTO's (or its agent's, servant's, employee's, director's, officer's, contractor's, subcontractor's and supplier's) acts, omissions, or negligence, and if any such contamination occurs, BTO, its successors and any permitted assigns, shall be responsible to clean-up, remediate and restore the land, property and Right-of-Way to their original condition or to a condition that is in compliance with applicable state and federal laws and regulations and all local ordinances.

SECTION 4. INGRESS AND EGRESS

4.1 CANONIE and DCR do not undertake to provide a means of ingress and egress for BTO to the leased premises.

SECTION 5. MAINTANANCE, UPGRADES AND IMPROVEMENTS

5.1 The document *Rails-with BTOs: Lessons Learned*, March 2020, published by the United States Department of Transportation (Report # DOT-VNTSC-FHWA-20-06), (the "Best Practice Guide"), shall be the primary reference document with respect to design, construction, operations, and maintenance of the Trail. The principals contained in Section VI (Design) of the Best Practice Guide shall apply to the design and construction of any future upgrades or improvements to the Trail. The principals contained in Section VII (Construction, Operations and Maintenance) of the Best Practice Guide shall apply to all construction, operations, and maintenance of the Trail. In addition, any future improvements or upgrades to the Trail must also conform with The Manual on Uniform Traffic Control Devices ("MUTCD") guidelines.

5.2 The design and construction of any improvements or upgrades to the Trail will be solely the responsibility of BTO, subject to the advance review and written approval by CANONIE and the DCR Chief Engineer with regard to final design, location and manner of construction and materials, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. The BTO shall be of durable materials designed for long service life and relatively free from routine servicing and maintenance. Conformance with current applicable material specifications and codes is mandatory. BTO shall be responsible for determining the location, elevation and extent of all utilities, underground structures and/or obstructions in the vicinity of the installation whether shown on the approved plans and specifications or not.

5.3 The Plans and Specifications, insofar as they pertain to the Trail or to any construction activity, means or methods within the Right-of-Way, or in any way pertaining to or affecting the Right-of-Way, shall not be amended, modified, changed, nor shall anything be added to or deleted from the Plans and Specifications, nor any change orders issued, without the prior written consent of CANONIE and the DCR Chief Engineer.

5.4 Prior to any excavation taking place, BTO must obtain the advance written approval of CANONIE and the DCR Chief Engineer as to the location thereof. If it is determined by DCR that shoring is necessary for any excavation, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive, it will be the responsibility of BTO to submit a shoring design for advance approval by CANONIE and the DCR Chief Engineer.

5.5 BTO's use, as herein defined, shall be such that it shall do so with a minimum of interference with drainage of CANONIE's lands, railroad tracks and Right-of-Way and under no circumstances should any drainage be directed towards any railroad track, ballast or sub-ballast of railroad track. Any drainage facilities required shall be constructed, maintained, repaired and removed by BTO, at BTO's sole cost and expense, and all work associated therewith shall be subject to the advance written approval of the DCR Chief Engineer, or his duly authorized representative, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. BTO shall avoid disturbing existing drainage facilities except as approved by the DCR Chief Engineer.

5.6 All ground profiles and vegetation cover on the CANONIE property or affecting drainage from or to CANONIE's property, disturbed by BTO while acting under this lease or during construction of upgrades or improvements to the Trail and all future maintenance work, must be reestablished. Areas of CANONIE's property and/or Right-of-Way disturbed by the upgrade, improvement, maintenance, removal, or relocation of the Trail shall be kept to a minimum. Disturbed areas shall be returned by BTO to normal grade and elevation, with compaction of backfill material and all excess or undesirable material removed by BTO at its sole expense. Protection against erosion shall be provided by BTO and must be included in any Trail Plans and Specifications.

5.7 Exceptions to any design, location, construction, or methods of installation provisions contained in this Agreement and attachments, must be authorized in writing by the DCR Chief Engineer, or his duly authorized representative, and which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive. All requests for exceptions shall be fully documented by BTO including design data, cost comparisons and other pertinent information.

5.8 Any exercise by DCR of its approval rights hereunder is not intended to, nor does it, create any duty on the part of DCR hereunder or serve as grounds for a cause of action hereunder for breach of contract, negligence or liability.

SECTION 6. FLAGGING AND MATERIAL STORAGE

6.1 BTO shall obtain and maintain, at the sole cost and expense of BTO, any flagmen, watchmen and/or inspectors DCR deems necessary or advisable for the proper protection of traffic moving on its tracks and to ensure the safety of its railroad operations during the construction of upgrades or improvements, maintenance, repair, relocation and/or removal of the BTO. Movement of personnel, equipment, and materials over, across or on the tracks and Right-of-Way of CANONIE shall be held to a minimum and such movements shall be made only under the supervision and direction of DCR.

6.2 Flagging services shall be performed by DCR, or such other entity as DCR may designate, and it shall be the responsibility of BTO to contract directly with DCR or other entity designated by DCR for necessary flagging services, the total cost of such services to be borne solely by BTO.

6.3 Except as otherwise specifically permitted in and approved Plans and Specifications, other equipment necessary for BTO's operation of the Trail must be located outside the limits of the Right-of-Way.

SECTION 7. MATERIALS AND WORKMANSHIP

7.1 All materials and workmanship required in the upgrade, improvement, maintenance, repair, replacement, relocation and removal of the Trail shall be furnished by BTO, but shall be subject at all times to inspection by the CANONIE and the DCR Chief Engineer or his duly authorized representative. Any materials or workmanship not meeting the requirements of the Plans and Specifications or declared to be unsatisfactory by CANONIE or DCR shall be replaced by BTO at its own expense with materials and workmanship satisfactory to the DCR Chief Engineer or his duly authorized representative. The privilege of inspecting the materials and workmanship involved in the upgrade, improvement, maintenance, repair, relocation and/or removal of the Trail and to notify BTO to renew, repair or replace materials and workmanship unsatisfactory to CANONIE or DCR shall not be construed as imposing any obligations whatsoever on CANONIE or DCR to inspect such materials and workmanship and to notify BTO to renew, repair and replace any materials or workmanship, it being the intent of the parties to this Agreement that the sole responsibility for the materials and workmanship used in the upgrade, improvement, maintenance, repair, relocation and/or removal of the Trail shall at all times be that of BTO alone.

7.2 When, in the sole opinion of DCR, the Trail is in a defective or dangerous condition, and regardless of cause and regardless of whether the condition affects the Trail or DCR's Right-of-Way, DCR shall have the option, but not a duty or obligation, to insist that BTO immediately shut down and close all or part of the Trail, or to shut down all or part of the Trail itself. If DCR incurs any reasonable costs or expenses in shutting or closing the Trail, BTO shall promptly reimburse DCR for the same.

7.3 When, in the sole opinion of DCR, the Trail is in a defective or dangerous condition, and regardless of whether the Trail was closed pursuant to Section 7.2, BTO shall, at its own cost and expense, within ten (10) calendar days after mailing of written notice from DCR, submit a preliminary, tentative plan to renew, repair or replace the Trail in a manner reasonably satisfactory to the Chief Engineer of DCR, or his duly authorized representative, in his or her sole and absolute discretion and shall be final and conclusive. Upon approval of a final plan by the Chief Engineer of DCR, BTO shall initiate the renewal, repair, or replacement of the Trail within a reasonable time in accordance with the approved plan and shall continue renewal, repair or replacement without interruption to completion. For the purposes of this Section 7.3, a "reasonable time" will be determined by reference to the imminence of harm, damage or destruction to health or property; likely magnitude of the harm, damage or destruction, and the disruption of DCR's activities which may be caused by the defective or dangerous condition. However, the cost or expense involved in remedying the defective or dangerous condition shall not be a factor in determining "reasonable time." DCR shall have the right to terminate this Agreement if a dangerous condition has not been remedied in a reasonable time.

7.4 Any exercise by DCR of its rights hereunder is not intended to, nor does it, create any duty on the part of DCR hereunder or serve as grounds for a cause of action hereunder for breach of contract, negligence or liability.

SECTION 8. INSPECTION, MAINTENANCE, SERVICING AND REPLACEMENT OF TRAIL

8.1 Any and all inspection, maintenance, repair, or replacement of the Trail shall be the sole responsibility of BTO and at its sole expense. Except in the event of an emergency, BTO shall comply with the ADVANCE NOTIFICATION provisions of Section 13 herein before entering upon CANONIE's property or the Right-of-Way. Maintenance and repair must be performed by BTO so as to keep the Trail in a safe, functional condition, and in a good state of repair in accordance with the requirements of applicable Federal, State and Local laws, regulatory standards and utility codes, as well as any requirements of CANONIE and DCR.

8.2 BTO shall keep and maintain the Leased Premises in good repair and in safe, neat, clean and respectable condition, and will properly dispose of all refuse therefrom and observe and comply with all statutes, ordinances, government regulations, and policies of CANONIE and DCR applicable thereto. BTO shall cause or suffer no waste of the Leased Premises and shall permit thereon no conduct which would be illegal or immoral or constitute a nuisance.

8.3 BTO shall be responsible at its sole cost and expense to replace and stabilize all earth cover and vegetation if and when it has eroded over the Trail area where such erosion is due to, or caused by, the placement or existence of the Trail. BTO is also responsible for the repair of damage to ballast or sub ballast as well as any settlement of backfills, fills and embankments which may occur due to the placement or existence of the Trail.

8.4 BTO shall submit to CANONIE and DCR for its prior approval, which approval shall be in the sole and absolute discretion of DCR and shall be final and conclusive, all plans and specifications concerning maintenance or repair work to be performed by BTO in regard to the Trail, other than routine, day-to-day inspection and maintenance.

8.5 BTO accepts the Trail Lease granted hereunder with the full understanding and awareness that DCR's maintenance activities may result in damage to BTO's improvements and may impede access to the Trail from time to time.

DCR agrees to take reasonable measures to prevent damage to Trail improvements, but BTO agrees to assume full responsibility to repair and maintain its improvements even if damaged by DCR's railroad activities or maintenance activities, and BTO shall not in any event claim against CANONIE or DCR for damage to its improvements or damages due to impeded access to the Trail.

8.6 BTO ACKNOWLEDGES THAT THE RIGHT-OF-WAY DESCRIBED HEREIN CONTAINS ACTIVE RAILROAD LINE USED FOR RAILROAD OPERATIONS. RAILROAD OPERATIONS ENTAIL OR CAUSE LOUD NOISES, SMOKE, EMISSIONS, DUST, STEAM, ODORS, VIBRATIONS, BRIGHT LIGHTS AND OTHER CONDITIONS. RAILROAD OPERATIONS ARE CONDUCTED AT ALL TIMES OF THE DAY AND NIGHT. THE INTENSITY, CHARACTERISTICS AND DURATION OF RAILROAD OPERATIONS ON THE RAILROAD LINE CAN INCREASE AT ANY TIME WITHOUT WARNING TO BTO, INCLUDING, BUT NOT LIMITED TO, AN INCREASE IN THE NUMBER OF TRAINS OPERATED, AN INCREASE IN OPERATING SPEEDS, THE STORAGE OF RAILCARS, RENEWAL OR REPAIR OF THE RAILROAD LINE AND OTHER RAILROAD OPERATIONS. ACCORDINGLY, BTO TAKES THIS TRAIL LEASE WITH THE UNDERSTANDING AND AWARENESS THAT BTO'S USE OF THE TRAIL MAY BE INTERFERED WITH BY RAILROAD OPERATIONS AND BTO SHALL HAVE NO RIGHT OR RECOURSE TO DEMAND ANY CHANGE OR CESSATION TO THE CHARACTER, CONDUCT OR CONDITIONS OF RAILROAD OPERATIONS DESCRIBED HEREIN OR FUTURE RAILROAD OPERATIONS OF ANY SORT OR NATURE WHATSOEVER.

SECTION 9. RELOCATION CHANGES AND ALTERATIONS

9.1 When and as often as CANONIE or DCR shall require to have the location and/or elevation of the Trail, or any portion thereof, change for the purposes of making improvements to the facilities of CANONIE or DCR, or to add, remove, or realign tracks to protect railroad common carrier obligations or conduct railroad common carrier operations or to minimize any hazards presented by the Trail or the contents thereof, all as determined in CANONIE's and DCR's sole discretion, BTO shall, at its own cost and expense, with due diligence and within a reasonable period of time after receipt of written notice from CANONIE or DCR, change the location and/or elevation of the Trail, or any portion thereof, to such a location and/or elevation as shall be reasonably designated by the Chief Engineer of DCR, or his duly authorized representative.

9.2 In the event BTO submits in writing a request to CANONIE or DCR to extend the relocation period, CANONIE or DCR shall respond within five (5) business days.

9.3 BTO agrees that upon request from CANONIE or DCR, it will, at its own cost and expense, make changes or alterations to the Trail when, in DCR's sole opinion, DCR's operations require modification to the Trail, or to minimize hazards presented by the Trail.

9.4 In the event BTO shall fail to change the location or elevation of, renew, repair or replace, alter, maintain, service, or make any changes requested by CANONIE or DCR, to the Trail, or any portion thereof, or to correct any dangerous or defective condition, or fails to perform any other matter required of BTO hereunder, after mailing of written notice from CANONIE or DCR as hereinbefore provided and within the time stipulated, then CANONIE or DCR may, without further notice to BTO, perform said work, all at the sole risk, cost and expense of BTO, or at CANONIE's option, declare this Trail Lease terminated and require BTO to remove the Trail and restore the premises to its original condition.

SECTION 10. INSURANCE

10.1 Prior to use of the Right-of-Way and/or exercise of any of the privileges and activities provided by this Agreement, BTO, at its sole cost and expense, shall procure and maintain, or require the procurement and maintenance

during the term of this Agreement insurance adequate to cover all liability and to protect CANONIE and DCR, its parents, officers, directors, employees, agents, contractors, subcontractors and suppliers with respect to losses arising out of any use of the Trail or Right-of-Way, whether authorized or unauthorized, and/or any upgrade, improvement, repair or maintenance of the Trail by BTO, its officers, employees, agents, contractors, subcontractors and suppliers.

10.2 Insurance coverage shall be placed with an insurance carrier with a minimum AM Best rating of A- VII and shall include but not be limited to:

10.2.1 Statutory Workers' Compensation in the State of Virginia including Employers Liability Limit of not less than \$1,000,000 Each Accident, \$1,000,000 for Occupational Disease, and \$1,000,000 aggregate.

10.2.2 Commercial General Liability Insurance Coverage, including railroad contractual coverage, with a limit of not less than \$1,000,000 Each Occurrence/ \$2,000,000 Aggregate. The railroad contractual coverage may be fulfilled by deleting the exclusion for railroad contractual liability or through endorsement CG 2017. This endorsement or deletion of exclusion will need to be evidenced on any certificate of insurance. The policy shall ensure that this Trail Lease Agreement is a covered contract under the policy and shall provide coverage for property damage or personal injury or death to Trail users related in any way to the negligence, strict liability or other acts of any of the parties hereto.

10.2.3 Commercial Automobile Liability Insurance Coverage with a limit of not less than \$1,000,000 Combined Single Limit (CSL).

10.2.4 Commercial Umbrella or Excess Insurance Coverage with a limit of not less than \$10,000,000 Each Occurrence/\$10,000,000 Aggregate. The umbrella or excess policy should follow form of all underlying coverage and include Commercial General Liability, Commercial Auto Liability and Employers Liability.

10.2.5 The coverage provided by this policy shall be at least as broad in scope as the underlying liability coverage's specified above.

10.2.6 Railroad Protective Liability Insurance in the amount of \$2,000,000 for Each Occurrence and \$6,000,000 in the Aggregate naming CANONIE, DCR and Carload Express, Inc. as named insureds. BTO shall provide CANONIE and DCR with an original of said policy evidencing coverage for the full term of this Agreement.

10.2.7 All Risk Property Insurance including Flood and Earthquake in an amount of \$10,000,000 to provide protection for loss or damage to any, property of CANONIE or DCR, or the property of others in the care, custody or control of BTO, its, officers, employees, agents, contractors, subcontractors and suppliers. Such policy is to include CANONIE and DCR as a Loss Payee as applicable

10.3 All of the above policies, except Workers Compensation, shall name CANONIE, DCR, Carload Express, Inc. (DCR Parent), Accomack-Northampton Transportation District Commission, Accomack County, Northampton County, their officers, directors, employees, and agents as additional insured and shall be endorsed to provide coverage to these additional insured on a primary basis without seeking contribution from any other insurance or self-insurance available to CANONIE, DCR, Carload Express, Inc., Accomack-Northampton Transportation District Commission, Accomack County or Northampton County. In addition, the policy shall contain Severability of Interest Clauses and Waivers of Subrogation in favor of CANONIE, DCR, Carload Express, Inc., Accomack-Northampton Transportation District Commission, Accomack County, Northampton County, its officers, directors, employees, and agents.

10.4 BTO shall furnish to CANONIE and DCR insurance certificates in a form acceptable to CANONIE and DCR, evidencing compliance with the foregoing requirements and stating that the insurers will provide thirty (30) calendar days' advance written notice to CANONIE and DCR of the cancellation or material alteration in any of the required policies of

insurance.

10.5 All coverages are to be written on occurrence-based policy forms with insurers acceptable to CANONIE and DCR. Claims made policy forms are subject to prior review and written approval by CANONIE and DCR.

10.6 BTO shall also require its contractors, suppliers, sub lessees, etc., to carry and furnish evidence of the above coverage's.

10.7 The providing of the above required insurance coverages shall not be deemed a limitation on the liability of BTO as provided in this Agreement, but shall be additional security therefore.

10.8 Failure of BTO to comply with any one of the above described certificate of insurance requirements within thirty (30) calendar days of written notice by CANONIE or DCR to BTO of any such default may result in delay, and/or, at CANONIE's option, termination of this Agreement.

10.9 All insurance required to be carried by BTO shall be with insurance companies subject to CANONIE's and DCR's approval.

10.10 Renewal certificates shall be furnished to CANONIE and DCR not less than thirty (30) calendar days prior to the expiration of the coverage's required by this Section 10. The insurances required hereunder shall be maintained in full force and effect until CANONIE and DCR finally releases in writing BTO from all obligations under the terms of this Agreement.

10.11 Any and all insurance required by this Section 10 shall provide full and complete coverage in accordance with the terms of this Section and regardless of whether or not any party, at any time, is protected by, or not protected by, immunity under any state, federal or local recreational use immunity law (whether statutory or common).

SECTION 11. INDEMNITY AND LIABILITY

11.1 BTO, its successors and any permitted assigns, shall assume all risk and liability for accidents, injuries and damages that may occur to any person or properties on account of or in any way related to the use, existence, upgrade, improvement, maintenance or operation of the Trail, and the BTO does hereby indemnify and hold harmless CANONIE and DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, employees and agents, from any and all costs, liabilities, expenses, suits, judgments or damages to any person or property or claims of any nature whatsoever arising out of or in any way related to the use (authorized or unauthorized), existence, construction, upgrade, improvement, maintenance, or operation of the Trail, or performance by BTO, its agents, servants, employees, officers, directors, contractors, subcontractors or suppliers of any of the obligations or privileges provided under this Agreement.

11.2 BTO, for itself, its successors and any permitted assigns, does agree to indemnify, protect, release, and save harmless CANONIE and DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents and employees from any and all claims, demands, awards and actions made, brought or obtained against CANONIE or DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents or employees, by anyone, including but not limited to claims brought by any and all users of the Trail, whether that use is authorized or unauthorized, any individual engaged in ingress or egress to or from the Trail, any individual who accesses the Rail Line and/or the associated right-of-way, by, through, over or across the Trail, BTO, its agents, servants, directors, officers, contractors, subcontractors, suppliers, employees, for any and all injuries to any person, including death arising there from, and damages to property due to, caused by or growing out of any accident or occurrence which but for this Agreement or

the presence of any Trail user, BTO's employees, agents, servants, contractors, subcontractors, or suppliers pursuant to this Agreement would not have occurred or been incurred, except when such damages and injuries are attributable to the willful misconduct or gross negligence of CANONIE, DCR, its officers, directors, agents, servants, employees, contractors, subcontractors or suppliers. BTO agrees to defend, at its own expense, any suit or action brought against CANONIE, DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, servants, agents or employees, by reason of any matter referred to herein, and pay any judgment recovered or rendered in any such suit or suits. Notwithstanding anything in this Section 11.2 to the contrary, the foregoing release and waiver shall not apply to damage or injury caused by the willful misconduct or gross negligence of CANONIE or DCR.

11.3 The parties agree and understand that any individual injured, harmed or killed on the Rail Line and associated right-of-way are and were presumptively users of the Trail at the time of their injury or death.

11.4 BTO agrees to protect the property of CANONIE, DCR, their successors, assigns, affiliates, subsidiaries, parent company, officers, directors, agents, servants, employees, contractors, subcontractors, customers and suppliers (including rolling stock as well as stationary facilities) from damage on account of any accident or occurrence which *but for* this Agreement and privileges herein granted would not have occurred or been incurred except as provided above, and to promptly reimburse CANONIE, DCR, its successors, assigns, affiliates, subsidiaries, parent company, officers, directors, agents, servants, employees, contractors, subcontractors and suppliers for any and all such loss or damage.

SECTION 12. TERMINATION, DEFAULT

12.1 Unless cancelled at any time upon mutual agreement of BTO, CANONIE and DCR, upon thirty (30) days written notice, or as otherwise provided for herein, this Agreement and the privileges granted hereunder shall be and continue in full force and effect for 25 years from the date of this Agreement, except for BTO's continuing obligations to remove the Trail and restore the Right-of-Way and CANONIE's other property and its other obligations specifically provided in this Agreement.

12.2 This Agreement shall terminate prior to 25 years from the date of this Agreement in the event that for twelve (12) consecutive months BTO shall cease to use the Trail or any replacement of the Trail for the purpose herein stated, at which time the rights granted herein shall cease and terminate absolutely and this Agreement shall be null and void, except for BTO's continuing obligations to remove the Trail and restore the Right-of-Way and CANONIE's other property and its other obligations specifically provided in this Agreement.

12.3 This Agreement may be modified or terminated prior to 25 years from the date of this Agreement by CANONIE and DCR upon six (6) month's advance written notice to BTO in the event that CANONIE or DCR determines that the Leased Premises are needed by DCR for railroad-related purposes.

12.4 Upon termination of this Agreement, BTO shall remove the Trail and all of its property, if any, within the time specified in any notice of termination. In effecting such removal, the premises and property of CANONIE shall be restored by BTO to a condition satisfactory to CANONIE and DCR's Chief Engineer, or his duly authorized representative. If BTO shall fail to make the removal in the manner and time set forth herein, CANONIE or DCR may perform the removal and make said restoration, all at the sole risk, cost and expense of BTO, and may also dispose of any removed items without the necessity to account for the same or to give further notice to BTO.

12.5 If BTO shall fail to make the required removal, CANONIE shall have the further option to elect and notify BTO that all right, title and interest of BTO in any of its property shall be forfeited and shall vest absolutely in CANONIE as of the date of notice of such election.

12.6 In the event of BTO's breach of any covenant, condition, payment or other obligation under this

Agreement, CANONIE, DCR, its successors and assigns, shall provide BTO with written notice of breach and thirty (30) calendar days in which to cure such breach, except that, if the nature of the breach is such that it cannot be reasonably cured within said thirty (30) day period, BTO shall commence cure within said thirty (30) day period and complete said cure as soon as is reasonably possible, subject to legal requirements imposed on the BTO by law. Any breach by the BTO which is not cured within the time provided shall entitle CANONIE and DCR to injunctive relief, specific performance and damages, together with such attorney's fees and costs as CANONIE or DCR may incur as a result of such breach or the enforcement of CANONIE's and DCR's rights pursuant to this Agreement. Any uncured breach of this Agreement by BTO, shall constitute cause for termination of this Agreement by CANONIE, and BTO shall immediately discontinue any upgrades or improvements and/or operation of the Trail upon such termination. CANONIE's exercise of its right to terminate this Agreement shall not excuse BTO from the fulfillment or satisfaction of any obligation under this Agreement which has accrued prior to CANONIE's termination of the Agreement or of any obligations which this Agreement provides shall survive or be performed upon, termination.

12.7 In the event that BTO shall be guilty of any act or omission in violation of its obligations under this Agreement and such violation constitutes an imminent hazard to the health or safety of persons or property, or an imminent hazard to DCR's ability to use the railroad facilities located on the Right-of-Way when it has need therefore, such condition shall be deemed an Emergency Default. In such case, CANONIE or DCR shall notify BTO by telephone using the telephone number listed in Appendix B or to other number as BTO shall designate to CANONIE and DCR in writing from time to time and shall promptly follow up such telephonic notification with written confirmation thereof at the address provided for in Paragraph 27 below; such notifications shall set forth the nature of the Emergency Default and shall demand that BTO proceed to cure said Emergency Default condition immediately, subject to limits imposed on it by law. DCR, at its sole discretion, shall have the right (but not the duty) to bar use of the BTO until the Emergency Default is corrected. If BTO fails or refuses to proceed to immediately cure such Emergency Default condition, CANONIE or DCR shall be entitled to itself proceed to cure such Emergency Default condition and to collect the reasonable costs thereof from BTO or terminate this Agreement immediately.

SECTION 13. ENTRY PERMITS AND ADVANCE NOTIFICATION

13.1 Prior to BTO or any of BTO's officers, directors, agents, affiliates, servants, employees, contractors, subcontractors, and/or suppliers entering the Leased Premises to perform upgrades, improvements, inspections, maintenance or repairs, an Entry Permit must be obtained for each entity. Entry Permits will be issued and renewed on an annual basis and the Entry Permit fee will be waived for BTO and any municipality, agent, agency, contractor, or subcontractor providing upgrades, maintenance, repairs or improvements to the Trail on behalf of BTO. BTO shall contact DCR's Manager of Right-of-Way to initiate the issuance of an Entry Permit and DCR will coordinate such issuance with CANONIE.

13.2 BTO shall notify DCR, in writing, three (3) business days (Monday-Friday) prior to starting any upgrades, improvements, maintenance or repairs to the Trail that will come within 18 feet from the edge of tie of the nearest railroad track. In addition, prior to any vehicle or machinery entering onto the Leased Premises, BTO or any of its agents (including municipalities), contractors or subcontractors, must contact the DCR Manager of Construction by telephone at least twenty-four (24) hours before any work herein provided is to be undertaken or before any vehicles or equipment enter onto the Leased Premises. In the event of an emergency, the 24 hours notification requirement will be waived. However, under no circumstances shall any vehicle or equipment enter onto the Lease Premises without first receiving permission from DCR. Any repeated violations of this provision shall result in the Trail Lease Agreement being immediately terminated with no right of cure.

SECTION 14. ORDINANCES, REGULATIONS, RULES AND APPLICABLE LAWS

14.1 BTO, at BTO's sole cost and expense, shall comply with all applicable ordinances, rules, regulations, requirements and laws of any governmental authority, federal, state or local, having jurisdiction over the upgrade or improvement of the Trail and/or BTO's use, maintenance, repair and occupation under this Agreement, including but not limited to zoning, health, safety, building and/or environmental matters.

14.2 BTO shall further defend, indemnify and hold CANONIE and DCR harmless from any violations of such laws, ordinances, rules, regulations and/or requirements, any penalty, levy, fine or assessments there from, and all costs of defense of or compliance with any citation, order or violation notice(s), including but not limited to any such penalties, levies, fines, assessments, compliance or remedial charge(s) arising after termination of this Agreement. For the purposes of this Section 14.2, the term CANONIE and DCR, shall include not only the CANONIE and DCR named herein but also any parent companies, subsidiaries, affiliates, successors, or assigns of CANONIE and DCR, or its or their agents, servants, employees, directors, officers, contractors, subcontractors or suppliers.

14.3 It is BTO's sole duty, responsibility and obligation to determine and obtain any permit, license or other permission required by law in order for BTO to perform its obligations provided in this Agreement including, but not limited to, the upgrades, improvements, maintenance, repair, relocation or replacement of the Trail. BTO shall provide CANONIE and DCR with a copy of any required permits, licenses, or other permission or documentation prescribed by law prior to commencing or engaging in the regulated activity.

SECTION 15. CLAIM OF TITLE

15.1 BTO shall not at any time own or claim any right, title or interest in or to the lands of CANONIE, the Rail Line, the Right-of-Way of CANONIE nor shall the continued existence of this Agreement for any length of time give rise to any right, title or interest in and to the lands, Rail Line or Right-of-Way of CANONIE, or its successors or assigns other than as specifically provided in this Agreement.

SECTION 16. RECORDING

16.1 Upon the request of any party, the other parties shall join in the execution of a memorandum or so-called "short form" of this Agreement for the purpose of the recordation. Said memorandum or short form of this Agreement shall describe the parties, the termination provisions of this Agreement and shall incorporate this Agreement by reference. The party requesting the recording shall pay the recording costs and any legal fees.

SECTION 17. LIMITATIONS, RESERVATIONS AND RESTRICTIONS

17.1 This Agreement is made on an AS IS BASIS without warranties or representations of any nature or kind by CANONIE or DCR, its officers, directors, agents, servants, employees, contractors, subcontractors and suppliers of CANONIE or DCR and subject to all of the limitations, reservations and restrictions upon the title of CANONIE and DCR's right to use the Right-of-Way or other property. CANONIE does not warrant or represent the extent or duration of its interest, if any, in such property.

17.2 Other Agreements: The rights and privileges granted to BTO pursuant to this Agreement are subject to and subordinate to the agreements between CANONIE and DCR.

SECTION 18. INSPECTION

18.1 Notwithstanding any other provision of this Agreement, nothing contained herein shall relieve BTO from its obligation to inspect and at all times maintain in good condition and repair the Trail and facilities located under, along and across the land and Right-of-Way of CANONIE, or impose any obligation upon CANONIE or DCR in respect to such inspection and maintenance.

18.2 CANONIE and DCR shall have no responsibility or liability for any condition of the Trail or for policing the safe and proper use thereof.

SECTION 19. SUCCESSORS AND ASSIGN

19.1 The terms, conditions, covenants and provisions of this Agreement shall inure to the benefit of and be binding upon the successors and assigns of CANONIE, DCR and the successors and permitted assigns of BTO, provided, however, BTO may not assign, convey or encumber its rights under this Agreement except as set forth in Section 20 below.

SECTION 20. TRANSFER, ASSIGNMENT OR SUBLICENSE

20.1 BTO shall not voluntarily transfer, encumber or assign this Agreement or any of its rights and privileges herein granted, except with the prior written consent of CANONIE and DCR, which consent may be granted or withheld in the sole discretion of CANONIE and DCR. In the event of any such unauthorized transfer, encumbrance, or assignment of this Agreement, or any of the rights and privileges of BTO hereunder, this Trail Lease Agreement will immediately terminate by giving BTO or any transferee or assignee written notice of such termination.

20.2 BTO shall not conduct, promote, or permit any races or competitive events within the Trail Lease Premises without the prior written authorization of CANONIE and DCR.

SECTION 21. TRACKS

21.1 It is understood and agreed that the permission herein granted to BTO does not include the right to move heavy equipment or vehicles over any unprotected tracks or within the dynamic envelop of any unprotected track of CANONIE and DCR.

21.2 It is understood and agreed that the permission herein granted to BTO does not include the right of any person or individual to enter onto the Rail Line or into the dynamic envelope of any unprotected track of CANONIE and DCR.

21.2 If, during any upgrades, improvements, maintenance or relocation, in the judgment of the Chief Engineer of DCR, or his designated representative, it shall be necessary to protect the property of CANONIE or DCR, or property in its care and custody by use of flagmen, or other protective measures which are required because of the Trail or BTO's operations, it is understood and agreed that BTO shall promptly reimburse DCR for the entire cost and expense thereof if DCR undertakes to provide or obtain such services.

SECTION 22. ENTIRE AGREEMENT

22.1 This Agreement and the Exhibits, Appendices, and Riders, if any, attached hereto and forming a part hereof, set forth all the covenants, promises, agreements, conditions and understandings between CANONIE, DCR and BTO concerning the subject matter of this Agreement and there are no other covenants, promises, agreements, conditions or understandings, either oral or written between the parties hereto.

22.2 Except as herein otherwise specifically provided, no alteration, amendment, change or addition to this Agreement shall be binding upon CANONIE, DCR or BTO unless reduced to writing and signed by all parties.

SECTION 23. GOVERNMENTAL APPROVAL

23.1 To the extent required by law, this Agreement shall be subject to the approval, if necessary, of any State or Federal Commerce Commission, Board of Public Utility Commissioners, Public Service Commission, United States Surface Transportation Board, or any other such Federal, State or local governmental body as may have jurisdiction.

SECTION 24. INTERPRETATION

24.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Virginia, and all terms of this Agreement shall be interpreted in accordance therewith.

SECTION 25. PARTIAL INVALIDITY

25.1 The invalidity, unenforceability or unconstitutionality of any particular provision of this Agreement shall not affect the other provisions hereof, and this Agreement shall be construed in all respects as if such invalid, unconstitutional or unenforceable provision or provisions were limited in scope and effect to the extent necessary to render such provision or provisions valid, enforceable and constitutional, and if such a limiting construction is not possible, such provision or provisions shall be omitted.

SECTION 26. NON-WAIVER OF COVENANTS

26.1 The failure of any party to enforce any of the provisions of this Agreement at any time shall in no way be construed to be a waiver of such provisions in the future nor in any way affect the validity of this Agreement, or any part thereof, nor the right of any party thereafter to enforce each and every such provision.

SECTION 27. NOTICES

27.1 Any notice, other than ADVANCE NOTICE described in Section 13, required or permitted to be given under this Agreement shall be in writing and deemed to have been given when deposited in a United States Post Office, registered or certified mail, postage prepaid, return receipt requested and addressed as follows:

If to CANONIE:

Canonie Atlantic Corporation

Attention: _____

If to DCR:

Delmarva Central Railroad Company

Attention: President

Building 1, Suite 100

519 Cedar Way

Oakmont, PA 15139

If to BTO:

Attention: _____

SECTION 28. RELATIONSHIP OF THE PARTIES

28.1 The relationship of the parties is that of independent entities and in no way establishes a partnership, agency or joint venture relationship.

SECTION 29. SURVIVAL OF COVENANTS

29.1 Notwithstanding any other provision of this Agreement, the rights and obligations of the parties expressed in this Agreement, including but not limited to, any provisions concerning indemnity and liability, shall remain in effect for any legal proceeding brought against CANONIE, DCR, or its agents, servants, employees, directors, officers, parent company, successors or assigns, which was commenced after the termination of this Agreement, for whatever reason, but was caused by, alleged to be caused by, or grew out of any accident or occurrence which but for this Agreement, the BTO or the presence of BTO's officers, agents, employees, servants, contractors, subcontractors or suppliers pursuant to this Agreement, would not have occurred or been incurred, even when such proceeding is attributable to the sole or concurrent fault, failure or negligence of CANONIE, DCR, its officers, agents, employees, servants, contractors, subcontractors or suppliers.

IN WITNESS WHEREOF, the parties have mutually executed this Agreement, induplicate, as of the day and year first above written.

BTO, a _____ [Non-Profit] Corporation

By: _____

Printed Name: _____

Title: _____

Delmarva Central Railroad Company, a Delaware Corporation

By: _____

Printed Name: _____

Title: _____

Canonie Atlantic Corporation, a Virginia Corporation

By: _____

Printed Name: _____

Title: _____

APPENDIX A

RAIL LINE MAP

APPENDIX B

LISTING OF CONTACTS AND TELEPHONE NUMBERS